

2004-2009 CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

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2004-2009 TRANSPORTATION IMPROVEMENT PROGRAM

Clark County Public Works

December 2003

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FORWARD

The 2004-2009 Transportation Improvement Program (TIP) continues to develop the projects and priorities identified in the 2003-2008 TIP. Our efforts in 2003 focused on updating the program to meet current funding conditions, cost estimates, and project schedules. Next year we will address the entire program including identifying potential new projects and the project rating criteria and priorities.

Much of this document continues to reflect the effort made in 2002 by the Transportation Improvement Program Involvement Team (TIPIT), individual citizens, and Clark County Staff. Thank you to all who participated in the development of the program. Special thanks to the following people who dedicated many hours to prepare this program for the citizens of Clark County:

Transportation Improvement Program Involvement Team

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Lynda Lauterbach – C-TRAN
Bud Van Cleve – NE Hazel Dell Neighborhood
Phil Wuest – City of Vancouver
Jake Schnoebelen – Salmon Creek
Eric Levison – City of Camas
Daniel West – Chamber of Commerce
Shane McKenzie – City of Battle Ground
Skip Leuschner – Ridgefield

Bud Ledbetter – Laidlaw Transit
Marilyn Roth – Fir Park
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Pam Neal – CREDC
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Darrell Haynes – Brush Prairie
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INTRODUCTION

Limited resources, combined with increasing transportation demands in the area, make the Clark County 2004-2009 Six-Year Transportation Improvement Program (TIP) essential to achieve the goals and objectives of the County Comprehensive Plan. The TIP uses objective criteria to evaluate and prioritize road improvements from the list of recommended projects. The TIP assigns available revenues to the highest-ranked projects to achieve the goals of the Comprehensive Plan and to realize the vision set by the community and the Board of County Commissioners.

Aside from the practical reasons for developing the TIP, there are legal requirements to consider. The laws of the state of Washington (RCW 136.15.050, rev.) require the preparation and annual updating of a six-year comprehensive transportation program. The TIP shall be adopted by the county legislative authority each year and shall include all anticipated road and bridge construction projects, capital ferry expenditures, paths and trails projects, and any other specified capital outlays for the following six-year period.

Questions or comments regarding the content or development of this program can be directed to Clark County Customer Service at (360) 397-6118, extension 4944.

WHAT IS IN THIS PROGRAM?

The remainder of this document includes:

- A description of the process used to develop the program,
- An analysis of financial constraints,
- The Six-Year Program Funding Matrix,
- The Annual Construction Program for 2004,
- A map index of projects included in the program,
- Detail sheets for all projects included in the program.

PROGRAM DEVELOPMENT

PROCESS SUMMARY

The development of the Transportation Improvement Program includes the following steps and processes:

- Define Vision - Define the Board of County Commissioners' vision and expectations, and obtain endorsement for the TIP development process.
- Assemble Project Team - Establish a project team with the resources to execute the TIP development plan.
- Develop Public Involvement Plan - Provide a forum for meaningful public understanding and input into the program.*
- Review Existing Program - Define successful elements of the previous TIP and potential areas for improvement.
- Identify Candidate Projects - Establish initial list of projects.*
- Prepare Evaluation Criteria - Create a clearly defined list of quantifiable and/or qualitative measures for project evaluation.*
- Collect Data - Prepare a scope, preliminary estimate, and graphic representation of each project. Provide supplementary data for evaluation criteria.*
- Evaluate Projects - Measure and rank each project based upon evaluation criteria and supporting data.*
- Draft Plan - Compile a working document for review and refinement.
- Review Draft Plan - Gain input and comments from stakeholders.
- TIP Adoption - Board of County Commissioner approval.
- Assess Plan - Continual refinement and improvement of plan and development process.

* This step is executed on even years only.

PUBLIC INVOLVEMENT PROCESS

An important component of the Transportation Improvement Program is to provide the public with the opportunity to provide input into the development of the program. The purpose of the Public Involvement Program is to reflect public consensus on allocating resources for transportation capital improvements. Clark County Public Works coordinates with a cross-section of community members, representing a variety of different interests, to identify general and specific community sentiment on issues relating to the transportation needs of the community.

The Public Involvement Process is based on a biennial cycle. During odd-numbered years, the public involvement process is limited to individual contacts from the public and the Public Hearing to adopt the TIP. A full involvement process is undertaken during even-numbered years, which includes the identification of potential TIP projects, review of the project evaluation system, and recommendation for approval to the County Engineer.

The following is a summary of the public outreach efforts that occur during the even-numbered years:

- Two community open houses
- Four Transportation Improvement Program Involvement Team meetings
- Organized presentations to neighborhood and business associations
- Internet web site
- Current TIP and map displayed in the Vancouver Library
- Press releases and newspaper advertisements

The focal point of the public involvement process is the Transportation Improvement Program Involvement Team (TIPIT). The TIPIT consists of a group of approximately 30 citizens and County Staff, representing a wide range of views and backgrounds. The role of the TIPIT is to assist the County with identifying projects, refining the project evaluation criteria, developing the project priority array, reviewing the draft TIP, and recommending a program to the County Engineer.

PROJECT IDENTIFICATION

Capital Improvement Projects

Projects within the Transportation Improvement Program include new roadways, roadway widening, bridges, and pedestrian and bicycle facilities. With the exception of the Ongoing Programs, we currently identify new projects on a biennial cycle, concurrent with the public involvement process. With few exceptions, no capital improvement projects are considered without ample opportunity for public input.

Ongoing Programs Projects

The Ongoing Programs Projects were established to address the completion of minor improvements and small-scale projects in specific categories. These programs consist of:

- Transportation Safety Improvement Program
- Environmental Impact Mitigation Program
- Neighborhood Traffic Management Program
- Un-programmed/Advanced Right-of-way Purchases Program
- Road Preservation Program

See the ongoing programs detail sheets for a description of each of the ongoing programs.

Projects within the ongoing programs are brought forward by citizens and staff throughout the year as needs are identified. Projects considered for funding under the Transportation Safety Improvement Program are taken from the Roadway Conditions inventory which is updated annually.

PROJECT EVALUATION SYSTEM

Project evaluation is performed on a biennial cycle during even-numbered years, concurrent with the public involvement process and applies only to the capital improvement projects, not the ongoing programs. Occasionally, a project may bypass the ranking process due to an emergency situation or to develop a regionally significant project in conjunction with an adjoining agency (i.e. WSDOT or City of Vancouver).

The evaluation system is designed to provide an objective means to evaluate projects and rank them accordingly. Listed below are the nine (9) measurement criteria that form the basis of the evaluation system:

- Safety (considering both collision data and exposure)
- Comparison to the Arterial Atlas
- Concurrency
- Multimodal
- Route Connectivity
- Environmental Impacts
- Public/Agency Support
- Support for Economic Development
- Leveraging of Outside (non-County) Funding

Based upon the established evaluation criteria, a weighted scoring system measures and assigns a numbered rank to each project. The system recognizes safety, mobility, and future development potential as the most important considerations in the ranking of projects. The system is outlined on the following pages:

EVALUATION CRITERIA

Safety (Maximum Score = 30, Weight = 1)

The safety criteria consider two significant measures of safety for a potential project. The first measure, or *collision score*, assigns points to a project based on actual collision history. The second measure, referred to as the *exposure score*, quantifies the sub par conditions that the project is intended to address.

Collision History:

The collision index considers the accident rate and the critical accident rate within the limits of each project. The *accident rate* is the total number of accidents per million vehicles traveling through the project area. The *critical accident rate* is the rate expected due to normal variation. The *collision index* is the ratio of the accident rate to the critical rate. An index greater than one indicates that the intersection or corridor experiences more collisions than expected under normal conditions.

Accident rates are calculated according to the type of project under consideration as follows (Note: ADT = Average Daily Traffic):

$$\text{Corridor Accident Rate} = \frac{\text{Total \# of Accidents} \times 10^6}{\text{Segment Length} \times \text{ADT} \times \text{Years} \times 365}$$

$$\text{Intersection Accident Rate} = \frac{\text{Total \# of Accidents} \times 10^6}{\text{ADT Entering} \times \text{Years} \times 365} \quad (\text{for intersection projects only})$$

The critical rate is calculated from the following formula:

$$\text{Critical Rate} = \bar{R} + k \times \sqrt{\frac{\bar{R}}{m}} + \frac{1}{2 \times m}$$

Where:

$$\bar{R} = 2.12 \text{ for segment}$$

$$\bar{R} = 0.80 \text{ for intersections}$$

$$k = 1.645 \text{ (constant)}$$

$$m = \text{ADT} \times \text{Years} \times 365 \times \text{Length} / 10^6$$

The collision index is then calculated:

$$\text{Collision Index} = \frac{\text{Accident Rate}}{\text{Critical Rate}}$$

Finally, the collision portion of the safety score is determined from the following scale:

<u>Collision Index</u>	<u>Collision Score</u>
◇ equal to or greater than 1.45	65
◇ equal to 1.20	40
◇ equal to 1.0	20
◇ equal to .5	10
◇ equal to 0	0

Exposure:

The exposure score is a summation of several measures regarding the existing conditions in the field. Once those conditions are measured, the score is modified by the exposure index to account for the number of vehicles actually exposed to those conditions.

<u>Exposure Measure</u>	<u>Score</u>
-------------------------	--------------

Existing Shoulder Widths:

◇ Between 0 and 1 foot wide	5
◇ Between 1 and 2 feet wide	3.75
◇ Between 2 and 4 feet wide	2.50
◇ Between 4 and 8 feet wide	1.25
◇ Greater than 8 feet wide	0

Fixed Objects Adjacent to the Roadway (average number of objects per 100 feet of roadway):

◇ 4 or more objects per 100 feet of roadway	5
◇ Between 3 and 4 objects per 100 feet of roadway	3.75
◇ Between 2 and 3 objects per 100 feet of roadway	2.50
◇ Between 1 and 2 objects per 100 feet of roadway	1.25
◇ 0 objects per 100-feet of roadway	0

Roadside Drop-off (distances from edge of roadway to bottom of hill, gully, etc.):

◇ 30 feet and greater	5
◇ Between 20 and 30 feet	3.75
◇ Between 10 and 20 feet	2.50
◇ Between 1 and 10 feet	1.25
◇ Less than 1 foot	0

Bike Lanes (widths of existing bike lanes in urban area or shoulders in rural area; separated paths may be considered wider than actual):

◇ Between 0 and 2.5 feet	5
◇ Between 2.5 and 4 feet	3
◇ Between 4 and 5 feet	1
◇ 5 feet or more	0

Sidewalks (existing sidewalks or walkways along project corridor):

- | | |
|--|------|
| ◇ No existing sidewalks (shoulders for rural projects) | 5 |
| ◇ Some existing sidewalks (at least 65%) | 2.50 |
| ◇ Existing sidewalks along full length of project | 0 |

Pedestrian Safety:

- | | |
|---|---|
| ◇ Includes frontage to a school, park, or other high-volume source of pedestrian or bicycle use | 5 |
| ◇ Directly serves a school or other high-volume source of pedestrian or bicycle use | 3 |

Other Issues (horizontal/vertical alignment, sight distance, intersection alignment)

- | | |
|--|---|
| ◇ Existing alignment, sight distance deficiencies | 5 |
| ◇ No existing alignment, sight distance deficiencies | 0 |

$$\text{Exposure Index} = \left(\frac{\text{AADT}}{1,000} \right) \leq 1.0 \quad (\text{maximum value of 1})$$

Exposure Score = Exposure Index x Sum of Exposures (maximum score = 35 points)

Raw Safety Score = Collision Score + Exposure Score (maximum score = 100 points)

There is a maximum of 100 points that a project can accrue from the eight elements in the safety category as previously shown (65 points for collision history and 35 points for exposure). Once a project has been scored against these elements and a score total has been derived, the project is assigned a final score for the safety criteria as follows:

$$\text{Final Safety Score} = \text{Safety Score} \times \left(\frac{30}{100} \right)$$

Comparison to County Arterial Atlas (Maximum Score = 5, Weight = 2)

Comparison of project's existing roadway section with section specified in the County Arterial Atlas:

- | | |
|---|---|
| ◇ Requires additional travel lanes | 1 |
| ◇ Requires center/left-turn lane | 2 |
| ◇ Requires sidewalks (shoulders for rural) | 1 |
| ◇ Requires bike lanes (shoulders for rural) | 1 |
| ◇ Other projects | 0 |

Concurrency (Maximum Score = 10, Weight = 1.5)

Concurrency standards are measured in terms of "average travel speed" for corridors (measured by standards set forth in Chapter 12.41, Transportation Concurrency Management System), and Level of Service (LOS) for intersections (LOS measured by standards set forth in the Highway Capacity Manual, with LOS E indicating failure):

- | | |
|---|---|
| ◇ The project will improve one or more intersections of regional significance that are: | |
| ◇ Failing | 6 |
| ◇ Within 10% of failing | 4 |
| ◇ The project will improve an adopted concurrency corridor that is: | |
| ◇ Failing (below the threshold corridor speed) | 3 |
| ◇ Within 3 mph of failing | 2 |
| ◇ The project will improve conditions in an adopted transportation moratorium area | 1 |
| ◇ Does not address any concurrency or LOS concerns | 0 |

Multimodal (Maximum Score = 6, Weight = 1)

Transit or bike/pedestrian system improvements (note that addition of bike lanes and sidewalks is included in the "Comparison to County Arterial Atlas" criteria above):

- | | |
|--|---|
| ◇ Completes missing links in existing bike/pedestrian system | 2 |
| ◇ Improves access to a Park & Ride Facility | 2 |
| ◇ Improves the operation of a C-TRAN route within project limits | 2 |

Route Connectivity (Maximum Score = 5, Weight = 2)

Project's link with other arterial and collector routes:

- | | |
|--|---|
| ◇ Project is linked to primary route (arterial or above) <u>AND</u>
secondary route (collector) | 3 |
| OR | |
| ◇ Project links two primary routes | 2 |
| OR | |
| ◇ Project links two secondary routes | 1 |
| ◇ Gap project | 2 |
| ◇ Other projects | 0 |

Environmental Mitigation (Maximum Score = 6, Weight = 1)

Based upon preliminary review by County staff, each project will be given a score of 6 and then points will be deducted, based on the following impacts types (lowest possible score = 0):

- | | |
|--|-----|
| ◇ No significant impacts anticipated | 0 |
| ◇ Low category wetland impact (roadside ditches, Category 4 wetlands) | (3) |
| ◇ Medium category wetland impact (cumulative impacts/Category 2, 3 wetlands) | (4) |
| ◇ High category wetland impact (Category 1 wetlands includes ESA impacts) | (5) |
| ◇ Stream impact (with or without wetland impact) | (3) |
| ◇ Shoreline impact (with or without wetland impact) | (2) |
| ◇ Wetland/habitat fragmentation impact | (6) |

Public and Outside Agency Support (Maximum Score = 2, Weight = 1):

- | | |
|--|---|
| ◇ Supported by the Regional Transportation Council, State Transportation Plan, or surrounding cities | 1 |
| ◇ Supported by the Public (TIPIT, adopted neighborhood circulation plan) | 1 |
| ◇ No known support by public or local agencies | 0 |

Support for Economic Development (Maximum Score = 15, Weight = 1)

The number of potential future jobs used for scoring the projects is determined as follows:

1. The following property within one half-mile of the project limits is determined using GIS data:

For vacant industrial property:

Primary	13 jobs/gross acre
Secondary	13 jobs/gross acre
Tertiary	6.5 jobs/gross acre

For commercial property:

Vacant	15 jobs/gross acre
Under-utilized	15 jobs/gross acre
Vacant with critical	15 jobs/gross acre

2. The potential future jobs are calculated by multiplying the total acreage times the job/gross acre. Values for jobs/gross acre (shown above) are based on adopted land use planning criteria for Clark County. Those values take into account loss of land to infrastructure and environmental constraints.
3. The potential future number of jobs in the area is then used to determine the score.
 - ◇ Improves access to or is within an adopted industrial node or a CREDC Node of Growth¹: 5
 - ◇ Potential future industrial jobs within half-mile of project:
 - ◇ 1,250 or more 7
 - ◇ 1,000 to 1,249 5
 - ◇ 750 to 999 3
 - ◇ 250 to 749 1
 - ◇ Potential future commercial jobs within half-mile of project:
 - ◇ 800 or more 3
 - ◇ 450 to 799 2
 - ◇ 250 to 449 1
 - ◇ Other projects 0

¹ CREDC, *The Economic Development Strategic Plan for Clark County*, 2002

Leveraging of Non-County Funding (Maximum Score = 6, Weight = 1)

State/Federal grant sources, regional, municipal, or other non-county funds:

◇ 80% outside funds available	6
◇ 70% outside funds available	5
◇ 60% outside funds available	4
◇ 50% outside funds available	3
◇ 10% outside funds available	2
◇ No funds committed	0

The scores within each criterion are multiplied by the weighting factor to give a total score for the criteria. The sum of the nine criteria scores result in a total score and ranking for the project. Refer to the attached Priority Array for project specific scoring and ranking information.

The outcome of the scoring/ranking process defines the priority for each project. The resulting Priority Array is used as the starting point to decide which projects are funded in the next six years.

In past years, there was concern expressed as to the rationale for evaluating and ranking projects that are currently underway. The concern is that these projects have previously been evaluated and targeted for completion, thereby obligating the County to finish the project. In order to address this issue, the TIPIT recommended removing these projects from the ranking order.

To separate those projects, an "Obligated" category was created. If a project has 10% or greater of its programmed budget already expended, the project is considered to be one that the County is committed to completing and therefore is assigned an "obligated" status. The expending of 10% or greater of a project's budget generally indicates that, at a minimum, the engineering is well underway and the project has entered the right-of-way phase.

Projects are moved into the obligated category only during even-numbered years. Obligated projects are listed alphabetically and assigned a letter rank in that order. The letter rank does not indicate priority in any way.

PROGRAMMING CONSIDERATIONS

After the priority array was established, available program dollars were assigned to projects in the following manner to reflect the project rank:

- Projects were listed in priority order.
- Grant funds that have been secured were programmed by year and phase, in accordance with the granting agencies' direction.
- County Road Fund and/or Traffic Impact Fee (TIF) funds were programmed to complete those projects to match the grants.
- TIF revenues were then assigned to projects within the appropriate TIF sub-areas. Because of the difference in revenues projected for each sub-area, some projects received funding before other projects listed ahead of them in the priority array.
- Some projects that depend solely on county road funds were delayed in order to keep projects with grant funds moving forward. Most grant-funded projects must adhere to strict schedules.

The Six-Year Program Matrix only displays those projects that have funding in at least one phase of the project during the next six years.

TITLE VI COMPLIANCE

Clark County operating policies reflect official commitment that there shall be opportunity, free from discrimination, for all persons. The policy refers to employment, the provision of all County services, and services of its contractors. The County's practices of non-discrimination are consistent with Title VI and VII of the 1964 Civil Rights Act, as amended.

Federal and state grants require that the County, its contractors, subcontractors, and other sub-recipients who receive federal funds actively ensure non-discrimination in all of their programs and activities. These obligations apply even if those other programs and activities are not federally funded. It is County policy to afford all bidders an equal opportunity to quote and compete on equal terms. Disadvantaged Business Enterprises (DBE) is encouraged to respond to every applicable contracting opportunity. The County will ensure all businesses a realistic opportunity to participate in the County's purchasing processes, fairly and competitively.

If you have questions about the federal funding process, you are encouraged to contact the Public Works Department at (360) 397-6118.

FINANCIAL ANALYSIS

There are several funding sources available for the engineering and construction of transportation improvements in Clark County. The County Road Fund provides the principal source of program dollars. This local money is supplemented by Federal and State grant dollars administered through different offices. Below is a brief description of available funds, along with a brief explanation of projected revenues from each source (see Figure 3 for percentage of program funded by the various grants):

FEDERAL FUNDING SOURCES

The Transportation Equity Act for the 21st Century (TEA-21) provided Federal transportation dollars to Federal, State and Local agencies through September 2003. On September 30, 2003, the president signed the Surface Transportation Extension Act of 2003, a five month extension of TEA-21. The extension directs the distribution of funds to the states, transit providers and others for the five-month period ending February 29, 2005.

The specific grant programs available for Clark County through TEA-21 include the following:

- **Bridge Reconstruction (BR).** This program's objective is to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, canals, and other barriers. Approximately \$20 million is available statewide each year through a statewide competition. The amount available for Clark County will fluctuate, depending on specific project needs. Clark County was awarded \$2.0 million in 2003 for the Betts Bridge replacement on Salmon Creek Avenue.
- **Surface Transportation Program - Clark County Transportation Management Area (STP-TMA).** The objective of the STP program is to fund road construction, reconstruction, resurfacing, restoration, and rehabilitation. Approximately \$2 to \$4 million per year will be allocated to the Clark County Transportation Management Area (TMA), which consists of Clark County and the City of Vancouver. Projects funded by this Surface Transportation Program are selected through the Regional Transportation Council (RTC). C-TRAN, RTC, and WSDOT are also eligible for these funds. Clark County's share is based upon RTC's current TIP and expected future funding awards. In 2003, Clark County was awarded \$1.8 million for NE 162nd Avenue and \$1.2 million for NE St. Johns Road improvements.
- **Surface Transportation Program – Hazard Elimination System (HES).** Under TEA-21, some STP funds are allocated for two safety categories (Group 1 - larger

and signal projects; Group 2 - smaller and guardrail projects). Approximately \$4 million is available statewide each year through a statewide competition.

- **Surface Transportation Program - Transportation Enhancements (STP-Enhancement).** Under TEA-21, 10% of STP funds are set aside for transportation enhancement projects. These can be bicycle and pedestrian “transportation projects”, scenic or historic highways, and highway beautification (landscaping). The next call for projects is subject to the re-authorization of TEA-21.
- **Surface Transportation Program - Statewide Competition (STP-Competitive).** The goal of the program is to fund regionally significant projects and programs that develop, improve, and/or preserve an integrated transportation system that encourages multimodal choices to the public. The STP Competitive Program was allocated about \$85M over the life of TEA -21. TIB allocated the remaining STP competitive funds, \$22M, in December of 2000. The next call for projects is subject to the re-authorization of TEA-21.
- **Surface Transportation Program - Rural Assistance (STP-Rural).** TEA-21 requires STP funding for rural projects. Approximately \$250,000 is targeted for Clark County and small cities in the County each year. The next call for projects is subject to the re-authorization of TEA-21.
- **Congestion Mitigation and Air Quality Improvement (CMAQ).** This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS). The funds will be used for non-roadway improvement projects such as bus or HOV lanes, traffic signal coordination, bike lanes, and other congestion mitigation activities. RTC administers these funds through the Regional TIP. In 2003, Clark County successfully applied for \$225,000 to construct a sidewalk along NE 72nd Avenue from NE 63rd Street to NE 73rd Street and \$150,000 to complete missing gaps in the bike lane and sidewalk along the south side of NE 149th Street from NW 21st Avenue to approximately NE 2nd Avenue.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

Block grants are targeted for low and moderate income areas. Improvements usually consist of sidewalk and capital improvements. If an applicable project arises, Clark County will apply for CDBG grants.

STATE FUNDING SOURCES

Transportation Improvement Board (TIB)

The Transportation Improvement Board (TIB) administers several state-funded grant programs. The TIB's mission is to fund "high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services".

- **Transportation Partnership Program (TPP).** This program was established by the State of Washington in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. The TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Projects must be attributable to congestion caused by economic development or growth; and be consistent with state, regional, and local comprehensive plans. Local funds must provide a minimum 20% match. The FY 2005 program totals to approximately \$36 million. Of that total, \$14 million was awarded based on statewide competition and about \$5.4 million was allocated for this region. Clark County was successful in leveraging \$8.0 million for the I-5/Salmon Creek Interchange project in the statewide competition.
- **Arterial Improvement Program (AIP).** This program was established by the State in 1967 and is funded by the Urban Arterial Trust Account (UATA). The purpose of this program is to fund arterial road projects to reduce congestion and improve safety, geometrics, and structural concerns. Project selection criteria include pavement condition, pavement and roadway width, traffic, accidents, and people-carrying capacity. Projects can receive a maximum 80% reimbursement, depending on agency population. The FY 2005 program totals to approximately \$30 million. Of that total, about \$5 million was awarded to this region. Clark County did not compete successfully.
- **Pedestrian Safety and Mobility Program (PSMP).** This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. This program is also funded by the Urban Arterial Trust Account (UATA). The purpose of the program is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities. Selection criteria include safety, pedestrian generators, convenience, public acceptance, and project cost. The FY 2005 program totals to about \$1 million.

County Road Administration Board (CRAB)

The County Road Administration Board (CRAB) was created by the Legislature in 1965 to provide statutory oversight of Washington's thirty-nine (39) county road departments. The agency is funded from the portion of the counties' fuel tax that is withheld for state supervision and from a small portion of the two grant programs that the agency administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

- **Rural Arterial Program (RAP).** In 1983, the legislature created the RAP to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT). That level of funding generates approximately \$35 million per biennium. In 2003, CRAB awarded funding to the NE Heisson Road at NE 244th Street project and the NE Ward Road Realignment project.
- **County Arterial Preservation Program (CAPP).** In 1990, the legislature created a second grant program to be administered by CRAB. Similar to the Department of Transportation's Highway Preservation Program, CAPP is designed to assist counties in preserving their existing paved arterial road networks. The program is funded with 0.45 cents of the Motor Vehicle Fuel Tax (MVFT), which generates approximately \$24 million per biennium. Clark County receives approximately \$500,000 per year in CAPP funds.

Washington State Public Works Board

The Public Works Board (Board) was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges. The Public Works Board offers the following programs:

- **Public Works Trust Fund (PWTF) Construction Loan Program.** The PWTF Construction Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term, with an interest rate as low as one-half percent. The maximum for any agency is ten million dollars per biennium.
- **Public Works Trust Fund Pre-Construction Loan Program.** The PWTF Pre-construction Loan Program provides funds for right-of-way acquisition, design work, engineering, permit acquisition, environmental review, and public

notification. These loans have a five-year term, with an interest rate of only one-half percent. The maximum for any agency is one million dollars per biennium.

LOCAL FUNDING SOURCES

Local funding sources include funds that are not administered through State or Federal agencies. These funds are achieved through taxes, private contributions, and other revenues.

- **Clark County Road Fund (CRF).** The funds are established through County property tax, gas tax, and other revenues. By State law, 0.5% of the annual gas tax allocation (or approximately \$30,000 per year) must be used for special projects, such as bikeways. Figure 1 shows the various sources of revenue that currently comprise the County Road Fund. Figure 2 on the following page shows the projected revenue, expenditure, and remaining fund balance for the County Road Fund over the next six years.

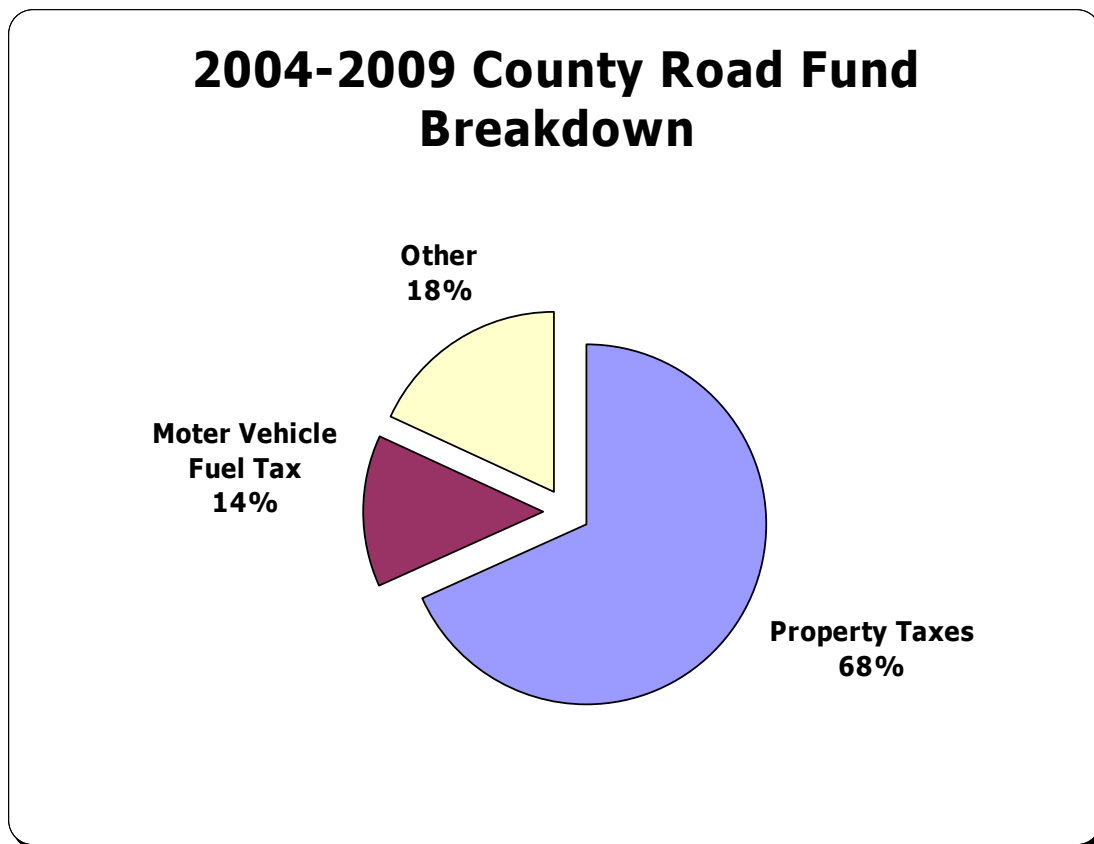


Figure 1: 2004-2009 County Road Fund Breakdown

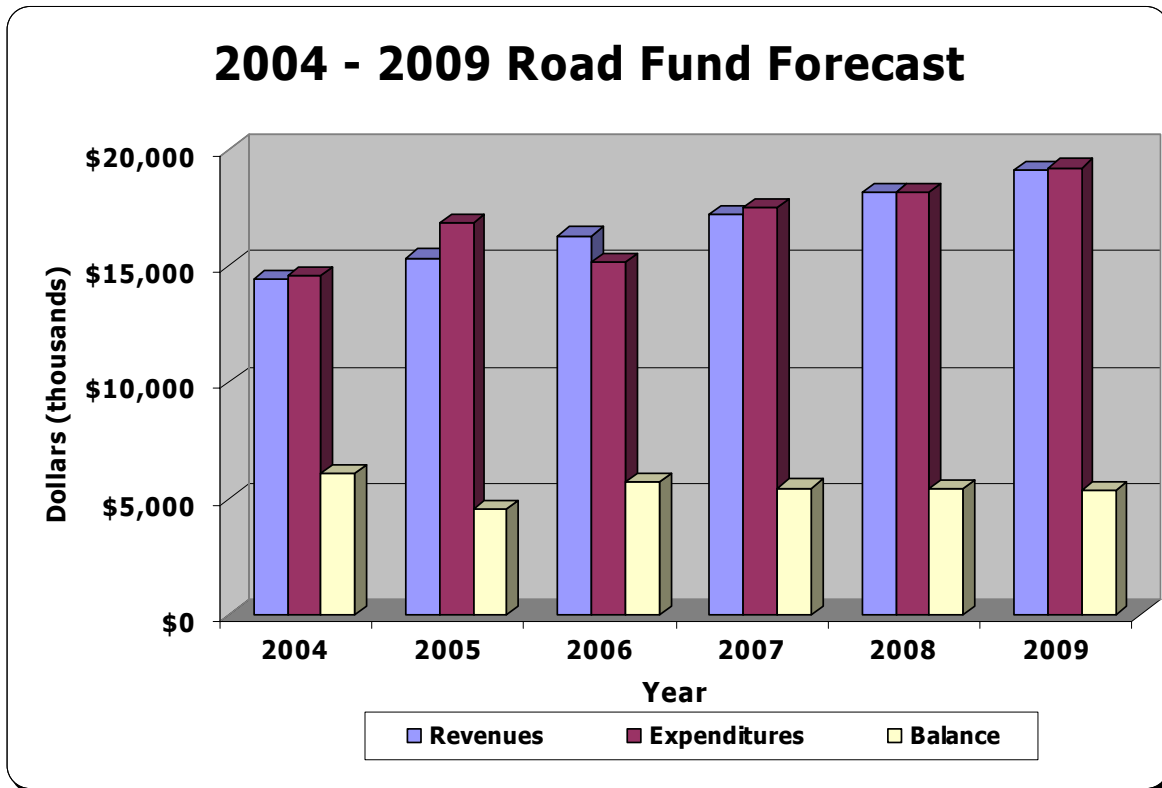


Figure 2: 2004-2009 Road Fund Forecast

- **Transportation Impact Fees (TIF).** New developments and re-developments are assessed TIF's, based on their impact on the transportation system. To be eligible for TIF funding, a project must be contained in the Traffic Impact Fee Program Technical Document that was adopted on August 17, 2001 (ordinance number 2001-08-01A). The technical document defines the allowable funding amounts for each project.
- **Road Improvement District (RID).** RID's are special projects which are funded by those properties benefiting from the improvement. The County will build the project, using revenue bonds from the RID participants. The 2004-2009 TIP does not project any revenues from RID's. Clark County will pursue a Road Improvement District if a project is applicable and the adjacent property owners express an interest in this program.
- **Frontage Improvement Agreements (Private).** A developer may enter into a frontage improvement agreement with the County where the developer pays the County for improvements along their road frontage. Most developments are required to construct frontage improvements (i.e. travel lanes, bike lanes, sidewalks, drainage) and, in cases where the development abuts a proposed road

improvement project, it is often beneficial for the County to construct the improvements as part of the capital project.

- **Private/Latecomers (Private)**. According to State law, new developments and re-developments may be charged "Latecomer Fees" by the County for improvements that would have been required as a part of the development, but are scheduled to be constructed by the County. These latecomer fees are collected as a reimbursement to the County for that expense. The following is a list of projects to be considered for latecomer fees:

2004-2009

RANKING

POTENTIAL LATECOMER PROJECTS

- A Betts Bridge #26 Replacement – NE Salmon Creek Avenue at Salmon Creek
- B NE 15th Avenue - NE Union Road to NE 179th Street
- C NE 162nd Avenue - NE 39th Street to Ward Road
- D NE 72nd Avenue – Pacific Park to NE 18th Street
- E NE 72nd Avenue - South of NE 99th Street to St. Johns Road
- F NE 76th Street - NE 117th Avenue (SR-503) to NE 142nd Avenue
- G NE Highway 99 - NE 20th Avenue to NE 134th Street
- H NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue
- I NE Ward Road / NE 172nd Avenue - South of NE 99th St. to NE 119th St.
- J NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue
- 1 NE 76th Street - NE 94th Avenue to NE 107th Avenue
- 2 I-5/Salmon Creek Improvements – NE 139th Street Overpass and Adjoining Improvements
- 3 NE Highway 99 - NE 99th Street to NE 117th Street
- 4 NE 117th Street - Hazel Dell Avenue to Highway 99
- 5 NE 23rd Avenue (I-205 Ramp Extension) - NE 134th Street to NE 139th Street
- 6 NE Highway 99 - South of Railroad Bridge to NE 63rd Street
- 7 NE 88th Street - St. Johns Road to Andresen Road
- 8 NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street
- 9 NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue
- 10 NE 88th Street - Highway 99 to St. Johns Road
- 11 NE 139th Street - NE 20th Avenue to NE 29th Avenue
- 12 NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
- 13 NE Padden Parkway at SR-503 - Interchange
- 14 NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
- 15 NE 179th Street - NE 10th Avenue to NE 50th Avenue
- 16 NW 179th Street - I-5 to NW 11th Avenue
- 17 NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
- 18 NE Heisson Road - Battle Ground City limits to NE 244th Street
- 19 NE 63rd Street - NE Andresen Road to Interstate 205
- 20 NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
- 21 NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)
- 22 NE 10th Avenue - NE 134th Street to NE 149th Street
- 23 NE 94th Avenue - Padden Parkway to NE 119th Street
- 24 NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
- 25 NE 179th Street - NE Cramer Road to SR-503
- 26 NE 10th Avenue Phase II - NE Carty Road to Ridgefield City Limits
- NA SE 192nd Avenue - SR-14 to SE 34th Street
- NA Neighborhood Traffic Management Program Projects
- NA Transportation Safety Improvement Program Projects

Note: Other projects ranked lower in the program may be eligible for latecomers in the future.

TIP EXPENDITURES

The expenditures in the 2004-2009 Transportation Improvement Program are from a combination of the sources discussed above. Figure 3 indicates the percentage each

source contributes to the TIP. The County Road Fund accounts for just over half of the TIP expenditures, with various grants and traffic impact fees covering remaining costs.

Figure 4 depicts what types of projects the TIP focuses on. Improving mobility is the major focus of the program and includes projects such as the Padden Parkway and Fourth Plain. It is important to note that all projects include safety and preservation aspects, such as sidewalks for pedestrian safety and improved construction methods and materials for extended project life.

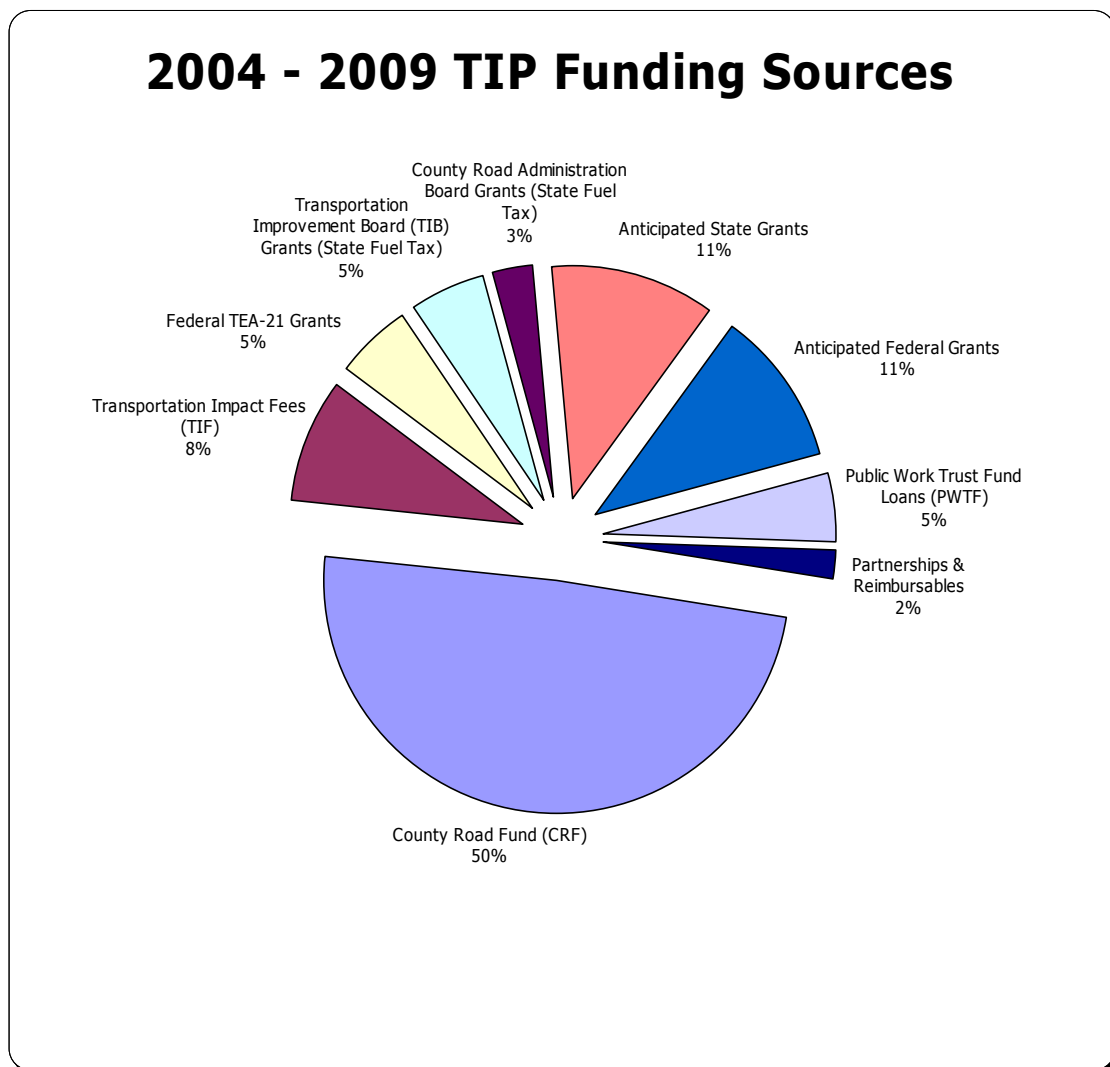


Figure 3: 2004-2009 TIP Funding Sources

2004 - 2009 Expenditures by Classification

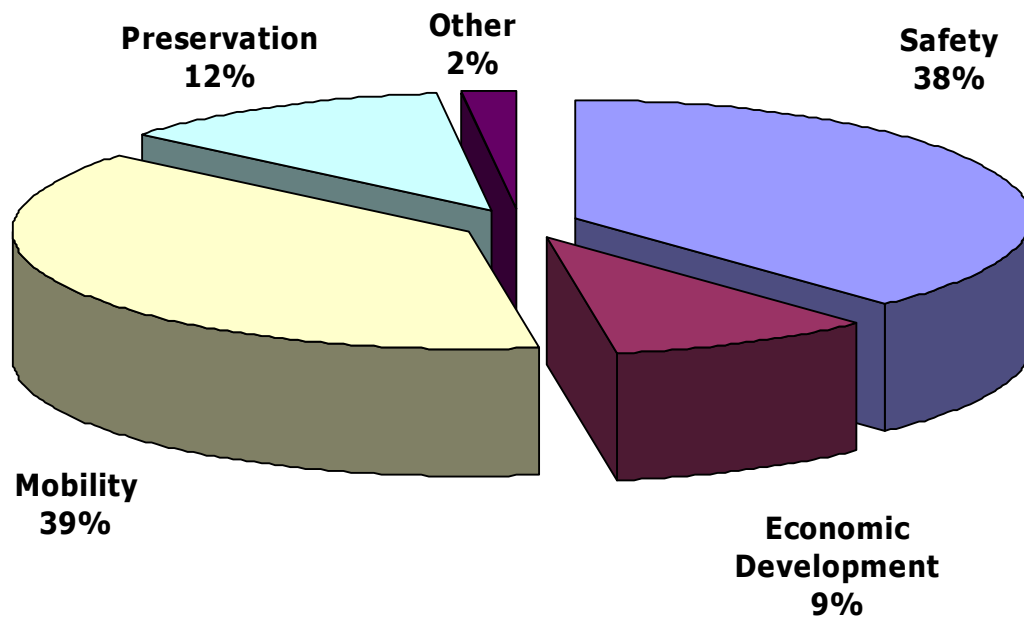


Figure 4: 2004-2009 Expenditure Classification

REASONABLY FUNDED PROJECTS

For purposes of concurrency evaluation, all improvement projects that are completely funded (and grant money is obligated) within the first three years of the TIP are considered reasonably funded. These projects include the following:

Ongoing Programs

- Transportation Safety Improvement Program (locations to be determined)
- Road Preservation Program (locations to be determined)
- Unprogrammed/Advanced Right-of-way Purchases Program
- Neighborhood Traffic Management Program (locations to be determined)
- Environmental Impact Mitigation Program (locations to be determined)

Improvement Projects

TIP Priority

- | | |
|---|----|
| • Betts Bridge #26 | A |
| • NE 162 nd Avenue – NE 39 th Street to Ward Road | C |
| • NE 76 th Street – NE 117 th Avenue to NE 142 nd Avenue | F |
| • NE Highway 99 Realignment | G |
| • NE Ward Road Realignment and Intersection Improvements | I |
| • NW 117 th /119 th Street – NW 7 th Avenue to Hazel Dell Avenue | J |
| • NE 76 th Street – NE 94 th Avenue to NE 107 th Avenue | 1 |
| • NE 117 th Street – NE Hazel Dell Avenue to Highway 99 | 4 |
| • NE 137 th Avenue – Fourth Plain Blvd. to NE 76 th Street | 8 |
| • NE Heisson Road at NE 244 th Street Intersection | 18 |
| • NE 10 th Avenue Phase II – NE Carty Road to Ridgefield City Limits | 26 |

2004 - 2009 Transportation Improvement Program Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
1	NE 76th Street - NE 94th Avenue to NE 107th Avenue	25	8	0	4	10	6	1	3	0	0	57
2	I-5/Salmon Creek Improvements - NE 139th Street Overpass & Adjoining Improvements	8	10	12	6	6	2	1	8	0	0	53
3	NE Highway 99 - NE 99th Street to NE 117th Street	24	8	0	4	4	6	1	2	0	0	49
4	NE 117th Street - Hazel Dell Avenue to Highway 99	23	8	0	6	10	3	1	0	0	0	51
5	NE 23rd Avenue (I-205 Ramp Extension) - NE 134th Street to NE 139th Street	9	10	12	4	6	0	2	8	0	0	51
6	NE Highway 99 - South of Railroad Bridge to NE 63rd Street	16	8	6	6	10	3	1	0	0	0	50
7	NE 88th Street - St. Johns Road to Andresen Road	12	8	6	4	4	0	1	13	0	0	48
8	NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street	12	8	0	2	10	6	1	8	0	0	47
9	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue	27	8	0	0	6	0	0	6	0	0	47
10	NE 88th Street - Highway 99 to St. Johns Road	11	8	6	6	6	6	1	3	0	0	47
11	NE 139th Street - NE 20th Avenue to NE 29th Avenue	21	8	0	0	6	2	1	8	0	0	46
12	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue	26	8	0	0	6	2	0	3	0	0	45
13	NE Padden Parkway at SR-503 - Interchange	20	0	6	0	4	6	2	6	0	0	44
14	NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)	6	10	9	2	6	0	1	10	0	0	44
15	NE 179th Street - NE 10th Avenue to NE 50th Avenue	12	10	0	4	6	0	1	8	0	0	41

*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2004 - 2009 Transportation Improvement Program

Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
16	NW 179th Street - I-5 to NW 11th Avenue	14	10	0	0	6	2	1	8	2	0	43
17	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue	9	8	0	2	6	6	0	9	0	0	40
18	NE Heisson Road - Battle Ground City limits to NE 244th Street	26	4	0	0	6	2	1	0	0	0	39
19	NE 63rd Street - NE Andresen Road to Interstate 205	11	10	0	2	10	3	0	2	0	0	38
20	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)	15	8	0	0	6	0	0	8	0	0	37
21	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)	11	10	0	0	6	6	0	4	0	0	37
22	NE 10th Avenue - NE 134th Street to NE 149th Street	5	8	2	0	6	6	1	8	0	0	36
23	NE 94th Avenue - Padden Parkway to NE 119th Street	14	8	3	0	6	0	0	5	0	0	36
24	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street	12	8	0	4	4	6	1	0	0	0	35
25	NE 179th Street - NE Cramer Road to SR-503	13	6	0	0	10	0	1	5	0	0	35
26	NE 10th Avenue Phase II - NE Carty Road to Ridgefield City Limits	12	4	0	2	4	0	1	10	2	0	35
27	NE 99th Street - St. Johns Road to NE 72nd Avenue	10	10	0	2	4	0	1	7	0	0	34
28	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)	12	8	0	4	0	0	2	8	0	0	34
29	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue	24	4	0	0	6	0	0	0	0	0	34
30	NE Hazel Dell Avenue at NE 63rd Street - Intersection	4	8	6	2	8	6	0	0	0	0	34

*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2004 - 2009 Transportation Improvement Program

Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
31	NE 137th Avenue - Vancouver City Limits to NE Fourth Plain Blvd.	8	8	0	0	6	0	0	12	0	0	34
32	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street	19	4	0	0	4	6	0	0	0	0	33
33	NE 29th Avenue - NE 134th Street to NE 179th Street	8	8	2	0	6	0	1	8	0	0	33
34	NE Highway 99 - NE 117th Street to NE 129th Street	12	10	0	2	4	1	1	3	0	0	33
35	NE 130th Avenue - Padden Parkway to NE 99th Street	6	4	0	0	10	6	1	6	0	0	33
36	NE 182nd Avenue at NE 159th Street - Intersection	8	4	9	0	6	6	0	0	0	0	33
37	NE 88th Street - Hazel Dell Avenue to Highway 99	2	10	6	2	4	6	1	2	0	0	33
38	NE 179th Street - NE 50th Avenue to Cramer Road	16	4	0	0	6	0	1	5	0	0	32
39	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue	10	4	6	0	6	6	0	0	0	0	32
40	NE Salmon Creek Avenue - NE 50th Avenue to NE 159th Street	22	4	0	0	6	0	0	0	0	0	32
41	NE 20th Avenue / 29th Avenue - NE 154th Street to NE 179th Street	6	10	2	0	6	0	1	6	0	0	31
42	NW Bratton Road - Pacific Highway to NW 29th Avenue	20	4	0	0	4	3	0	0	0	0	31
43	NE Goodwin Road / NE 28th Street - NE 202nd Avenue to NE 232nd Avenue	9	4	0	0	6	0	0	12	0	0	31
44	NE 192nd Avenue - SE 1st Street to NE 18th Street	9	10	0	0	4	6	1	0	0	0	30
45	NE 99th Street - NE 137th Avenue to NE 152nd Avenue	8	8	0	2	6	6	0	0	0	0	30

*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2004 - 2009 Transportation Improvement Program

Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
46	NE 25th Avenue - Minnehaha Street to NE 78th Street	7	10	0	2	10	0	0	0	0	0	29
47	NE 152nd Avenue - NE Ward Road to NE 99th Street	9	4	0	4	6	6	0	0	0	0	29
48	NE 259th Street - NE 10th Avenue to NE 45th Avenue	7	4	0	0	6	0	0	12	0	0	29
49	NE 107th Avenue - NE Covington Road to NE 99th Street	7	8	0	2	6	6	0	0	0	0	29
50	NE 182nd Avenue - NE 159th Street to Risto Road	10	4	9	0	6	0	0	0	0	0	29
51	NE Ward Road - NE 137th Avenue to NE Fourth Plain Blvd.	2	10	0	0	4	0	0	13	0	0	29
52	NE 63rd Street - Interstate 205 to Covington Road	6	8	0	0	6	6	0	2	0	0	28
53	NE 82nd Avenue at NE 259th Street - Intersection	10	4	0	0	6	6	1	0	0	0	27
54	SE Gardner Road - SE 15th Street/Everett Road Intersection	7	8	0	0	6	6	0	0	0	0	27
55	NE 99th Street at NE 137th Avenue - Intersection	6	8	0	2	4	6	0	1	0	0	27
56	NE Highway 99 at NE 63rd Street - Intersection	3	4	6	2	4	6	1	0	0	0	26
57	NE 10th Avenue/Timmen Road - NE 264th Street to La Center Road	9	4	0	0	6	0	0	7	0	0	26
58	NE 182nd Avenue - NE 119th Street to NE 159th Street	9	4	9	0	4	0	0	0	0	0	26
59	NW Lakeshore Drive - NW 78th Street to McCann Road	8	8	0	2	6	0	1	0	0	0	25
60	NW Seward Road - NW Bliss Road to NW 41st Avenue	10	4	0	0	4	6	1	0	0	0	25

*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2004 - 2009 Transportation Improvement Program

Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
61	NE 72nd Avenue - SR-502 to NE 259th Street	8	4	0	0	6	6	1	0	0	0	25
62	NE Robinson Road at SR-500 - Intersection	9	4	0	0	6	6	0	0	0	0	25
63	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue	8	8	0	0	6	0	0	3	0	0	25
64	NE 119th Street - NE 117th Avenue to NE 152nd Avenue	0	8	0	2	6	6	0	3	0	0	25
65	NW Bliss Road at NW 21st Avenue - Intersection	5	0	8	2	4	6	0	0	0	0	25
66	NE 40th Street - NE 54th Avenue to Andresen Road	7	4	0	0	6	6	0	1	0	0	24
67	NE 47th Avenue - NE 63rd Street to NE 78th Street	4	8	0	0	4	3	0	4	0	0	24
68	NE 142nd Avenue - NE 159th Street to NE 199th Street	10	4	0	0	6	0	0	3	0	0	23
69	NE 72nd Avenue at NE 239th Street - Intersection	6	4	0	0	6	6	1	0	0	0	23
70	NW 21st Avenue - NW 99th Street to NW 119th Street	7	4	0	2	4	6	0	0	0	0	23
71	NE Brothers Road - NE 31st Avenue to NE 41st Avenue	7	4	0	0	6	6	0	0	0	0	23
72	NE J.A. Moore Road - NE 290th Street to NE 297th Street	13	4	0	0	6	0	0	0	0	0	23
73	NW 36th Avenue at McCann Road - Intersection	6	4	0	2	4	6	1	0	0	0	23
74	NE 78th Street - Ward Road to NE 162nd Avenue	7	4	0	0	4	6	0	1	0	0	22
75	NE 112th Avenue - Battle Ground City Limits to NE 239th Street	9	4	0	0	0	6	1	2	0	0	22

*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2004 - 2009 Transportation Improvement Program

Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
76	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue	9	4	0	0	8	0	1	0	0	0	22
77	NE 68th Street - Highway 99 to St. Johns Road	9	4	0	0	4	2	0	3	0	0	22
78	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road	9	4	0	0	6	3	0	0	0	0	22
79	NW 31st Avenue - Ridgefield City Limits to NW 319th Street	5	4	0	0	6	0	0	7	0	0	22
80	SE 15th Street - Everett Road to SE 283rd Avenue	4	8	0	0	8	2	0	0	0	0	22
81	NW 179th Street - NW 11th Avenue to NW 41st Avenue	10	4	0	0	6	0	0	0	0	0	20
82	NE 92nd Avenue - NE 119th Street to NE 159th Street	9	4	0	0	6	0	0	0	0	0	19
83	NW 94th Street - NW 21st Avenue to NW 9th Avenue	7	4	0	0	2	6	0	0	0	0	19
84	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue	9	4	0	0	2	3	0	0	0	0	18
85	NW 209th Street - NW Delfell Road to NW 31st Avenue	9	4	0	0	4	0	0	0	0	0	17
86	NW Hayes Road - NW 34th Avenue to NW 21st Avenue	8	4	0	0	4	0	0	0	0	0	16
87	NE 379th Street at NE 94th Avenue - Intersection	7	4	0	0	4	0	0	0	0	0	15
88	NW 41st Avenue - NW 169th Street to NW 182nd Street	7	4	0	0	4	0	0	0	0	0	15
89	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue	4	4	0	0	6	0	0	0	0	0	14
90	NW 179th Street - NW 41st Avenue to Krieger Road	5	4	0	0	4	0	0	0	0	0	13

*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2004 - 2009 Transportation Improvement Program

Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
91	NW Krieger Road - NW 179th Street to NW 192nd Street	2	4	0	0	6	0	0	0	0	0	12

*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2004 - 2009 Transportation Improvement Program Project Funding Analysis

				2004			2005			2006			2007			2008			2009					
Rank	Project	Phase	Spent to Date	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	Cost to Complete	Project Total	TIF Eligibility
IMPROVEMENT PROJECTS																								
A	Betts Bridge #26 Replacement - NE Salmon Creek Avenue at WO Number: 321222	PE	150,000	130,000	0	190,000	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000			
		ROW	425,000	70,000	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	695,000			
		CN	0	0	0	0	640,000	0	1,560,000	455,000	0	0	0	0	0	0	0	0	0	0	2,655,000			
		TOTAL	575,000	590,000			2,230,000			455,000			0			0			0			3,850,000		
B	NE 15th Avenue - NE Union Road to NE 179th Street WO Number: 382822	PE	307,000	153,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	460,000	3,143,877 Mt. Vista		
		ROW	1,190,000	150,000	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,540,000			
		CN	0	0	0	0	0	0	0	0	0	0	2,000,000	1,000,000	0	100,000	700,000	0	0	0	3,800,000			
		TOTAL	1,497,000	503,000			0			0			3,000,000			800,000			0				5,800,000	
C	NE 162nd Avenue - NE 39th Street to Ward Road WO Number: 393722	PE	599,000	-59,000	0	79,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	619,000	1,707,407 Evergreen		
		ROW	1,246,000	174,000	0	875,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,295,000			
		CN	0	0	1,507,000	4,405,000	606,000	0	1,900,000	0	0	0	0	0	0	0	0	0	0	0	8,418,000			
		TOTAL	1,845,000	6,981,000			2,506,000			0			0			0			0				11,332,000	
D	NE 172nd Avenue - Pacific Park to NE 18th Street WO Number: 331822	PE	0	50,000	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		TOTAL	0	100,000			0			0			0			0			0				0	
E	NE 72nd Avenue - North of NE 88th Street to St. Johns Road WO Number: 310122	PE	341,000	153,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	494,000	1,585,081 Orchards		
		ROW	464,000	650,000	0	0	595,000	350,000	0	0	0	0	0	0	0	0	0	0	0	0	2,059,000			
		CN	0	0	0	0	0	0	0	1,700,000	100,000	3,500,000	240,000	600,000	500,000	0	0	0	0	0	6,640,000			
		TOTAL	805,000	803,000			945,000			5,300,000			1,340,000			0			0				9,193,000	
F	NE 76th Street - NE 117th Avenue (SR-503) to NE 147th Avenue WO Number: 311022	PE	320,000	4,000	0	6,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	330,000	1,509,884 Orchards		
		ROW	1,138,000	62,000	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,300,000			
		CN	0	180,000	1,050,000	2,203,000	0	171,000	496,000	0	0	0	0	0	0	0	0	0	0	0	4,100,000			
		TOTAL	1,458,000	3,605,000			667,000			0			0			0			0				5,730,000	
G	NE Highway 99 - NE 20th Avenue to NE 134th Street WO Number: 392922	PE	1,425,000	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,450,000	4,098,450 Mt. Vista		
		ROW	3,200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,200,000			
		CN	0	150,000	750,000	3,800,000	30,000	500,000	2,770,000	0	0	0	0	0	0	0	0	0	0	0	8,000,000			
		TOTAL	4,625,000	4,725,000			3,300,000			0			0			0			0				12,650,000	
H	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue WO Number: 301422	PE	567,000	-162,000	0	258,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	663,000	3,086,873 Orchards		
		ROW	3,370,000	-27,000	0	600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,943,000			
		CN	0	0	0	0	0	0	0	0	0	0	3,000,000	0	3,700,000	2,750,000	0	100,000	0	0	9,550,000			
		TOTAL	3,937,000	669,000			0			0			6,700,000			2,850,000			0				14,156,000	
I	NE Ward Road / NE 172nd Avenue - South of NE 99th Street WO Number: 350422	PE	927,000	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	937,000			
		ROW	1,012,000	140,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,152,000			
		CN	0	0	0	0	4,800,000	0	1,100,000	1,400,000	0	100,000	-950,000	0	950,000	0	0	0	0	0	7,400,000			
		TOTAL	1,939,000	150,000			5,900,000			1,500,000			0			0			0				9,489,000	
J	NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue WO Number: 381022	PE	490,000	9,000	0	61,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	560,000	2,758,078 Hazel Dell		
		ROW	1,563,000	0	117,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,680,000			
		CN	0	0	700,000	3,000,000	0	800,000	1,000,000	0	0	0	-600,000	600,000	0	0	0	0	0	0	5,500,000			
		TOTAL	2,053,000	3,887,000			1,800,000			0			0			0			0				7,740,000	
1	NE 76th Street - NE 94th Avenue to NE 107th Avenue WO Number: 320922	PE	227,000	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230,000	1,849,715 Orchards		
		ROW	325,000	290,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		615,000	
		CN	0	1,270,000	0	55,000	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	1,525,000			
		TOTAL	552,000	1,618,000			200,000			0			0			0			0				2,370,000	

2004 - 2009 Transportation Improvement Program Project Funding Analysis

R a n k	Project	Phase	Spent to Date	2004			2005			2006			2007			2008			2009			Cost to Complete	Project Total	TIF Eligibility
				CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other			
2	I-5/Salmon Creek Improvements - NE 139th Street Overpass & WO Number: 330322	PE	80,000	300,000	0	0	120,000	0	480,000	70,000	0	300,000	10,000	0	20,000	0	0	0	0	0	0	0	1,380,000	
		ROW	0	0	0	0	250,000	0	500,000	630,000	0	1,000,000	0	0	0	0	0	0	0	0	0	0	2,380,000	
		CN	0	0	0	0	0	0	0	0	0	0	3,000,000	0	8,000,000	3,500,000	0	4,000,000	3,120,000	0	2,000,000	0	23,620,000	
		TOTAL	80,000	300,000			1,350,000			2,000,000			11,030,000			7,500,000			5,120,000			0	27,380,000	
3	NE Highway 99 - NE 99th Street to NE 117th Street WO Number: TBD	PE	0	0	0	0	100,000	0	0	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	0	0	500,000	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	0			100,000			200,000			200,000			500,000			500,000			0	0	
4	NE 117th Street - Hazel Dell Avenue to Highway 99 WO Number: 320322	PE	329,000	71,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400,000	
		ROW	507,000	783,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,290,000	
		CN	0	0	0	0	2,680,000	0	0	670,000	0	0	0	0	0	0	0	0	0	0	0	0	3,350,000	
		TOTAL	836,000	854,000			2,680,000			670,000			0			0			0			0	5,040,000	
6	NE Highway 99 - South of Railroad Bridge to NE 63rd Street WO Number: 331222	PE	15,000	0	0	0	30,000	0	120,000	35,000	0	200,000	0	0	0	0	0	0	0	0	0	0	400,000	
		ROW	0	0	0	0	0	0	0	160,000	0	640,000	0	0	0	0	0	0	0	0	0	0	800,000	
		CN	0	0	0	0	0	0	0	0	0	0	480,000	0	1,920,000	120,000	0	480,000	0	0	0	0	3,000,000	
		TOTAL	15,000	0			150,000			1,035,000			2,400,000			600,000			0			0	4,200,000	
7	NE 88th Street - St. Johns Road to Andresen Road WO Number: 321022	PE	292,000	300,000	0	0	148,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	740,000	1,302,365 Orchards
		ROW	0	400,000	0	600,000	90,000	100,000	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,490,000	
		CN	0	0	0	0	0	0	0	750,000	700,000	2,250,000	620,000	240,000	750,000	0	0	0	0	0	0	0	5,310,000	
		TOTAL	292,000	1,300,000			638,000			3,700,000			1,610,000			0			0			0	7,540,000	
8	NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street WO Number: 321122	PE	64,000	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105,000	279,254 Orchards
		ROW	0	450,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	450,000	
		CN	0	0	0	0	0	0	0	900,000	0	0	0	0	0	0	0	0	0	0	0	0	900,000	
		TOTAL	64,000	491,000			0			900,000			0			0			0			0	1,455,000	
10	NE 88th Street - Highway 99 to St. Johns Road WO Number: 330222	PE	300,000	200,000	0	0	300,000	0	0	295,000	0	0	0	0	0	0	0	0	0	0	0	0	1,095,000	
		ROW	0	0	0	0	0	0	0	800,000	0	1,200,000	700,000	0	600,000	0	0	0	0	0	0	0	3,300,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	0	2,500,000	2,445,000	0	500,000	0	7,445,000	
		TOTAL	300,000	200,000			300,000			2,295,000			1,300,000			4,500,000			2,945,000			0	11,840,000	
12	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue WO Number: TBD	PE	0	0	0	0	200,000	0	0	200,000	100,000	0	0	0	0	0	0	0	0	0	0	0	500,000	990,752 Hazel Dell
		ROW	0	0	0	0	0	0	0	0	550,000	800,000	350,000	100,000	0	0	0	0	0	0	0	0	1,800,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	200,000	2,500,000	2,300,000	0	500,000	0	6,000,000	
		TOTAL	0	0			200,000			1,650,000			450,000			3,200,000			2,800,000			0	8,300,000	
14	NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503) WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	200,000	0	0	200,000	0	0	150,000	0	0	0	550,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,850,000	3,850,000	0	0	3,850,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,500,000	5,500,000	0	0	5,500,000	
		TOTAL	0	0			0			0			200,000			200,000			150,000			9,350,000	9,900,000	
15	NE 179th Street - NE 10th Avenue to NE 50th Avenue WO Number: 381122	PE	473,000	100,000	100,000	0	51,000	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	774,000	5,349,946 Mt. Vista
		ROW	1,390,000	0	0	0	0	0	0	350,000	650,000	1,000,000	650,000	0	0	0	0	0	0	0	0	0	4,040,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	800,000	700,000	2,000,000	10,050,000	10,050,000	0	0	13,550,000	
		TOTAL	1,863,000	200,000			101,000			2,000,000			650,000			0			3,500,000			10,050,000	18,364,000	
16	NW 179th Street - I-5 to NW 11th Avenue WO Number: 320222	PE	154,000	100,000	0	0	100,000	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	46,000	450,000	3,514,723 Mt. Vista
		ROW	325,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,475,000	2,475,000	0	0	2,800,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,700,000	6,700,000	0	0	6,700,000	
		TOTAL	479,000	100,000			100,000			50,000			0			0			0			9,221,000	9,950,000	

2004 - 2009 Transportation Improvement Program

Project Funding Analysis

				2004			2005			2006			2007			2008			2009						
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	Cost to Complete	Project Total	TIF Eligibility	
17	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue WO Number: 330522	PE	70,000	100,000	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30,000	250,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	1,000,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500,000	2,500,000		
		TOTAL	70,000	100,000			50,000			0			0			0			0			3,530,000	3,750,000		
18	NE Heisson Road - Battle Ground City limits to NE 244th Street WO Number: 330722	PE	50,000	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60,000		
		ROW	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,000		
		CN	0	150,000	0	220,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	370,000		
		TOTAL	50,000	390,000			0			0			0			0			0			0	440,000		
19	NE 63rd Street - NE Andresen Road to Interstate 205 WO Number: 330422	PE	200,000	200,000	0	0	154,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	554,000	3,207,263 Orchards	
		ROW	0	0	0	0	500,000	0	700,000	500,000	0	0	0	0	0	0	0	0	0	0	0	0	1,700,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400,000	800,000	2,200,000	290,000	800,000	100,000	0		4,590,000
		TOTAL	200,000	200,000			1,354,000			500,000			0			3,400,000			1,190,000			0	6,844,000		
20	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503) WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	200,000	0	0	200,000	0	0	200,000	0	0	50,000	650,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,400,000	2,400,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,000,000	7,000,000		
		TOTAL	0	0			0			0			200,000			200,000			200,000			9,450,000	10,050,000		
21	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR- WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000	0	0	50,000	0	0	0	150,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000	600,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,700,000	1,700,000		
		TOTAL	0	0			0			0			0			100,000			50,000			2,300,000	2,450,000		
23	NE 94th Avenue - Padden Parkway to NE 119th Street WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	200,000	0	0	200,000	0	0	100,000	0	0	60,000	560,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,050,000	3,050,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,600,000	5,600,000		
		TOTAL	0	0			0			0			200,000			200,000			100,000			8,710,000	9,210,000		
24	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street WO Number: 312122	PE	163,000	0	0	0	0	0	0	0	0	0	100,000	0	0	32,000	0	0	0	0	0	0	295,000	1,540,352 Hazel Dell	
		ROW	192,000	0	0	0	0	0	0	0	0	0	0	0	0	508,000	300,000	0	0	0	0	0	1,000,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,300,000	900,000	0	700,000	3,900,000			
		TOTAL	355,000	0			0			0			100,000			840,000			3,200,000			700,000	5,195,000		
26	NE 10th Avenue Phase II - NE Carty Road to Ridgefield City Limits WO Number: 311522	PE	342,000	13,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	355,000			
		ROW	475,000	37,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		512,000	
		CN	0	2,100,000	0	500,000	193,000	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0		3,293,000	
		TOTAL	817,000	2,650,000			693,000			0			0			0			0			0		4,160,000	
CARRY OVER PROJECTS																									
C/O	NE 134th Street - Rockwell Road to WSU Entrance WO Number: 381422	PE	892,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-51,000	841,000	1,612,721 Mt. Vista	
		ROW	802,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,000	819,000		
		CN	2,100,000	168,000	0	182,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,450,000		
		TOTAL	3,794,000	350,000			0			0			0			0			0			-34,000	4,110,000		
C/O	Lakeshore/Salmon Creek Improvements - Group 2, Various WO Number: 382612	PE	195,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195,000		
		ROW	14,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,000		
		CN	309,000	15,000	0	0	8,000	0	0	4,000	0	0	4,000	0	0	0	0	0	0	0	0	0	340,000		
		TOTAL	518,000	15,000			8,000			4,000			4,000			0			0			0	549,000		
C/O	NE 199th Street - NE 122nd Avenue (SR-503) to NE 142nd WO Number: 380122	PE	435,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	435,000		
		ROW	1,184,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,184,000		
		CN	3,805,000	390,000	0	509,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,704,000		
		TOTAL	5,424,000	899,000			0			0			0			0			0			0	6,323,000		

2004 - 2009 Transportation Improvement Program Project Funding Analysis

R a n k	Project			2004			2005			2006			2007			2008			2009					
		Phase	Spent to Date	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	Cost to Complete	Project Total	TIF Eligibility
C/O	NE Covington Road - Fourth Plain Boulevard to NE 102nd Avenue WO Number: 360822	PE	242,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,000	257,000	1,597,147 Orchards
		ROW	2,480,000	118,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,598,000	
		CN	2,867,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000	2,892,000	
		TOTAL	5,589,000	118,000			0			0			0			0			0			40,000	5,747,000	
C/O	NE 117th / 119th Street - Highway 99 to east of NE Salmon Creek WO Number: 341622	PE	665,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	665,000	2,058,245 Hazel Dell
		ROW	1,828,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,828,000	
		CN	5,046,000	119,000	0	285,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,450,000	
		TOTAL	7,539,000	404,000			0			0			0			0			0			0	7,943,000	
C/O	NE Padden Parkway - NE 78th Street to Andresen Road (West WO Number: 331922	PE	1,327,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,327,000	1,337,734 Orchards
		ROW	886,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	886,000	
		CN	6,844,000	16,000	0	706,000	83,000	0	0	83,000	0	0	0	0	0	0	0	0	0	0	0	0	7,732,000	
		TOTAL	9,057,000	722,000			83,000			83,000			0			0			0			0	9,945,000	
C/O	Miscellaneous Projects - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	150,000	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	0	0	0	0	0	
		TOTAL	150,000	100,000			100,000			100,000			100,000			100,000			0			0	0	
C/O	NE Covington Road - NE 102nd Avenue to NE 76th Street WO Number: 301022	PE	292,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	292,000	1,469,396 Orchards
		ROW	275,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275,000	
		CN	1,800,000	60,000	145,000	255,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,260,000	
		TOTAL	2,367,000	460,000			0			0			0			0			0			0	2,827,000	
C/O	NE Padden Parkway - Andresen Road to NE 94th Avenue WO Number: 392722	PE	789,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	789,000	1,101,443 Orchards
		ROW	45,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45,000	
		CN	6,300,000	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,500,000	
		TOTAL	7,134,000	200,000			0			0			0			0			0			0	7,334,000	
ONGOING PROGRAMS																								
NA	Transportation Safety Improvement Program - TBD WO Number: TBD	PE	474,000	102,000	0	0	60,000	0	0	60,000	0	0	60,000	0	0	60,000	0	0	60,000	0	0	0	876,000	
		ROW	116,800	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156,800	
		CN	1,487,132	324,000	0	496,000	540,000	0	225,000	540,000	0	0	540,000	0	0	540,000	0	0	540,000	0	0	0	5,232,132	
		TOTAL	2,077,932	962,000			825,000			600,000			600,000			600,000			600,000			0	6,264,932	
NA	Road Preservation Program - TBD WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	2,175,000	0	500,000	2,275,000	0	500,000	2,275,000	0	500,000	3,775,000	0	500,000	3,775,000	0	500,000	3,775,000	0	500,000	0	21,050,000	
		TOTAL	0	2,675,000			2,775,000			2,775,000			4,275,000			4,275,000			4,275,000			0	21,050,000	
NA	Unprogrammed / Advanced Right- of-Way Purchases Program - TBD WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	650,000	300,000	0	160,000	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	0	2,610,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	650,000	460,000			300,000			300,000			300,000			300,000			300,000			0	2,610,000	
NA	Neighborhood Traffic Management Program - TBD WO Number: TBD	PE	105,100	40,000	0	0	40,000	0	0	40,000	0	0	40,000	0	0	40,000	0	0	40,000	0	0	0	345,100	
		ROW	104,700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104,700	
		CN	638,600	210,000	0	0	210,000	0	0	210,000	0	0	210,000	0	0	210,000	0	0	210,000	0	0	0	1,898,600	
		TOTAL	848,400	250,000			250,000			250,000			250,000			250,000			250,000			0	2,348,400	
NA	Environmental Impact Mitigation Program - TBD WO Number: TBD	PE	205,100	125,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	0	580,100	
		ROW	18,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,400	
		CN	2,634,900	125,000	0	0	200,000	0	0	200,000	0	0	200,000	0	0	200,000	0	0	200,000	0	0	0	3,759,900	
		TOTAL	2,858,400	250,000			250,000			250,000			250,000			250,000			250,000			0	4,358,400	

2004 - 2009 Transportation Improvement Program Project Funding Analysis

				2004			2005			2006			2007			2008			2009					
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	Cost to Complete	Project Total	TIF Eligibility
TOTALS																								
Annual Totals by Funding				13,417,000	4,569,000	20,295,000	15,533,000	2,171,000	12,151,000	13,027,000	2,100,000	11,490,000	15,679,000	2,540,000	16,940,000	16,385,000	2,000,000	12,280,000	17,430,000	2,400,000	5,600,000	6-Year TIP Total: \$186,007,000		
Annual Totals by Phase				PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN			
				2,762,000	6,499,000	29,020,000	2,083,000	3,685,000	24,087,000	1,600,000	8,580,000	16,437,000	1,080,000	2,700,000	31,379,000	882,000	1,608,000	28,175,000	650,000	800,000	23,980,000			
Annual Totals				38,281,000			29,855,000			26,617,000			35,159,000			30,665,000			25,430,000					

ANNUAL CONSTRUCTION PROGRAM FOR 2004

(7) TYPE OF WORK CODES

A. GRADING ,DRAINAGE
B. BASE TOP COURSE
C. BITUM SURF TREATMENT
D. AC/PCC PAVEMENT
E. CURBS GUTTERS
F. SIDEWALKS
G. TRAFFIC FACILITIES
H. PATHS, TRAILS, BIKEWAYS
I. BRIDGES
J. FERRY FACILITIES

DAY LABOR COMPUTATION

(A) TOTAL CONSTRUCTION PROGRAM (Columns 14 + 15) \$29,020,000
(B) COMPUTED DAY LABOR LIMIT \$4,353,000
(C) TOTAL DAY LABOR CONSTRUCTION PROGRAM \$575,000

COUNTY

Date of Submittal of Recommended Program
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CLARK

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LINE (C) MUST BE SMALLER THAN LINE (B)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Brief termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Type of Work	Environ. Assessmt.	Source of Funds (\$1,000'S)		Estimated Expenditures (\$1,000'S)				Total	
								County	Other Funds	PE	ROW	Construction			
									Source(Amount)			Contract	Day Labor		
IMPROVEMENT PROJECTS															
1	H	91250	NE St. Johns Road NE 50th Avenue to NE 72nd Avenue, WO #301422	1.46	14	ABDEFGH	S	-189	PWTF(185), Real Prop.(200), STP-TMA(473)		96	573	0	0	669
2	E	92190	NE 72nd Avenue North of NE 88th Street to St. Johns Road, WO #310122	0.78	14	ABDEFGH	S	803			153	650	0	0	803
3	F	24120	NE 76th Street NE 117th Avenue (SR-503) to NE 147th Avenue, WO #311022	1.5	16	ABDEFGH	I	246	TIF(1,050), AIP(1,701), Clark Public Utilities(190), Vancouver(418)		10	162	3,433	0	3,605
4	26	94450	NE 10th Avenue Phase II NE Carty Road to Ridgefield City Limits, WO #311522	0.85	7	ABD	S	2,150	RAP(500)		13	37	2,600	0	2,650
5	16	94300	NW 179th Street I-5 to NW 11th Avenue, WO #320222	0.94	14	ABDEFGH	S	100			100	0	0	0	100
6	4	91170	NE 117th Street Hazel Dell Avenue to Highway 99, WO #320322	0.74	16	ABDEFH	S	854			71	783	0	0	854
7	1	91300	NE 76th Street NE 94th Avenue to NE 107th Avenue, WO #320922	0.62	16	ABDEFH	I	1,563	Vancouver(55)		3	290	1,325	0	1,618
8	7	21600	NE 88th Street St. Johns Road to Andresen Road, WO #321022	1.13	17	ABDEFGH	S	700	TPP(600)		300	1,000	0	0	1,300
9	8	25350	NE 137th Avenue NE Fourth Plain Boulevard to NE 76th Street, WO #321122	0.35	16	ABDEFGH	I	491			41	450	0	0	491
10	A	94130	Betts Bridge #26 Replacement NE Salmon Creek Avenue at Salmon Creek, WO #321222	0.2	16	ABDEFHI	S	200	BRAC(390)		320	270	0	0	590
11	10	19100	NE 88th Street Highway 99 to St. Johns Road, WO #330222	1.69	17	ABDEFGH	I	200			200	0	0	0	200
12	2	91110 43140	I-5/Salmon Creek Improvements NE 139th Street Overpass & Adjoining Improvements, WO #330322	0.5		ABDEFGHI	S	300			300	0	0	0	300
13	19	22160	NE 63rd Street NE Andresen Road to Interstate 205, WO #330422	1.08	16	ABDEFGH	S	200			200	0	0	0	200
14	17	23940	NE 99th Street NE 117th Avenue (SR-503) to NE 137th Avenue, WO #330522	1.01	16	ABDEFGH	E	100			100	0	0	0	100
15	18	95100	NE Heisson Road Battle Ground City limits to NE 244th Street, WO #330722	1.06	7	ABD	S	170	RAP(220)		10	10	370	0	390
16	D	30510	NE 172nd Avenue Pacific Park to NE 18th Street, WO #331822	0.25	17	ABDEFH	I	50	Parks Department(50)		100	0	0	0	100
17	I	95050	NE Ward Road / NE 172nd Avenue South of NE 99th Street to NE 119th Street, WO #350422	1.42	7	ABD	S	150			10	140	0	0	150
18	J	14460	NW 117th/119th Street NW 7th Avenue to Hazel Dell Avenue. WO #381022	0.71	16	ABDEFGH	S	9	TIF(817), PWTF(3,061)		70	117	3,700	0	3,887

Carry Over - Projects Carried Over from 2002

HES, STP, CMAQ, BRS, BRAC = Federal Grants
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ANNUAL CONSTRUCTION PROGRAM FOR 2004

(7) TYPE OF WORK CODES

A. GRADING ,DRAINAGE
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G. TRAFFIC FACILITIES
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J. FERRY FACILITIES

DAY LABOR COMPUTATION

(A) TOTAL CONSTRUCTION PROGRAM (Columns 14 + 15) \$29,020,000
(B) COMPUTED DAY LABOR LIMIT \$4,353,000
(C) TOTAL DAY LABOR CONSTRUCTION PROGRAM \$575,000

COUNTY

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Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Brief termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Type of Work	Environ. Assessmt.	Source of Funds (\$1,000'S)		Estimated Expenditures (\$1,000'S)				Total	
								County	Other Funds	PE	ROW	Construction			
									Source(Amount)			Contract	Day Labor		
19	15	94360	NE 179th Street NE 10th Avenue to NE 50th Avenue, WO #381122	1.98	14	ABDEFGH	S	100	TIF(100)	200	0	0	0	200	
20	B		NE 15th Avenue NE Union Road to NE 179th Street, WO #382822	0.9	16	ABDEFGH	S	303	TIF(200)	153	350	0	0	503	
21	G	91110	NE Highway 99 NE 20th Avenue to NE 134th Street, WO #392922	0.4	14	ABDEFGHI	I	175	TIF(750), STP-COMP(1,900), TPP(1,900)	25	0	4,700	0	4,725	
22	C	92230 52890	NE 162nd Avenue NE 39th Street to Ward Road, WO #393722	2.4	14	ABDEFGH	S	115	TIF(1,507), STP-TMA(1,975), TPP(1,605), WSDOT(1,779)	20	1,049	5,912	0	6,981	
				TOTAL - IMPROVEMENT PROJECTS				8,790	21,626	2,495	5,881	22,040	0	30,416	

ONGOING PROGRAMS

23	NA		Transportation Safety Improvement Program			ABDEFGH	I	466	CMAQ(150), HES(196), PSMP(150)	102	40	820	0	962
24	NA		Environmental Impact Mitigation Program			A	I	250		125	0	125	0	250
25	NA		Neighborhood Traffic Management Program			ABDEFGH	E	250		40	0	210	0	250
26	NA		Unprogrammed / Advanced Right-of-Way Purchases Program				I	300	Developer(160)	0	460	0	0	460
27	NA		Road Preservation Program			CD	E	2,175	CAPP(500)	0	0	2,100	575	2,675
TOTAL - ONGOING PROGRAMS								3,441	1,156	267	500	3,255	575	4,597

Carry Over - Projects Carried Over from 2002

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ANNUAL CONSTRUCTION PROGRAM FOR 2004

(7) TYPE OF WORK CODES

A. GRADING /DRAINAGE	F. SIDEWALKS
B. BASE TOP COURSE	G. TRAFFIC FACILITIES
C. BITUM SURF TREATMENT	H. PATHS, TRAILS, BIKEWAYS
D. AC/PCC PAVEMENT	I. BRIDGES
E. CURBS GUTTERS	J. FERRY FACILITIES

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(A) TOTAL CONSTRUCTION PROGRAM (Columns 14 + 15)	\$29,020,000
(B) COMPUTED DAY LABOR LIMIT	\$4,353,000
(C) TOTAL DAY LABOR CONSTRUCTION PROGRAM	\$575,000

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Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Brief termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Type of Work	Environ. Assessmt.	Source of Funds (\$1,000'S)		Estimated Expenditures (\$1,000'S)				Total	
								County	Other Funds	PE	ROW	Construction			
									Source(Amount)			Contract	Day Labor		
CARRY OVER PROJECTS															
28	0	23650	NE Covington Road NE 102nd Avenue to NE 76th Street, WO #301022	0.55	16	ABDEFGH	I	60	TIF(145), AIP(255)		0	0	460	0	460
29	0	91300	NE Padden Parkway NE 78th Street to Andresen Road (West Leg), WO #331922	1.1	14	ABDEFGH	S	16	STP-COMP(706)		0	0	722	0	722
30	0	94130 91170	NE 117th / 119th Street Highway 99 to east of NE Salmon Creek Avenue, WO #341622	0.75	16	ABDEFGH	S	119	PWTF(285)		0	0	404	0	404
31	0	23650	NE Covington Road Fourth Plain Boulevard to NE 102nd Avenue, WO #360822	0.87	16	ABDEFGH	I	118			0	118	0	0	118
32	0	95050	NE 199th Street NE 122nd Avenue (SR-503) to NE 142nd Avenue, WO #380122	1	16	ABDEFGH	S	390	Battle Ground(174), PWTF(335)		0	0	899	0	899
33	0	43140 94130	NE 134th Street Rockwell Road to WSU Entrance, WO #381422	0.85	14	ABDEFGH	S	168	TPP(182)		0	0	350	0	350
34	0		Lakeshore/Salmon Creek Improvements Group 2, Various Locations, WO #382612	0		A	I	15			0	0	15	0	15
35	0	22470	NE Padden Parkway Andresen Road to NE 94th Avenue, WO #392722	1.07	14	ABDEFGH	S	200			0	0	200	0	200
36	0		Miscellaneous Projects Various Locations	0		ABDEFGH	E	100			0	0	100	0	100
TOTAL - CARRY OVER PROJECTS								1,186	2,082		0	118	3,150	0	3,268
ANNUAL CONSTRUCTION PROGRAM TOTALS:								13,417	24,864		2,762	6,499	28,445	575	38,281

Carry Over - Projects Carried Over from 2002

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TIF = Traffic Impact Fees
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2004 - 2009 Transportation Improvement Program

Project Index

(Listed Alphanumeric)

2003-2008 RANKING	PROJECT
A	Betts Bridge #26 Replacement - NE Salmon Creek Avenue at Salmon Creek
2	I-5/Salmon Creek Improvements - NE 139th Street Overpass & Adjoining Improvements
49	NE 107th Avenue - NE Covington Road to NE 99th Street
22	NE 10th Avenue - NE 134th Street to NE 149th Street
26	NE 10th Avenue Phase II - NE Carty Road to Ridgefield City Limits
57	NE 10th Avenue/Timmen Road - NE 264th Street to La Center Road
75	NE 112th Avenue - Battle Ground City Limits to NE 239th Street
4	NE 117th Street - Hazel Dell Avenue to Highway 99
12	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
20	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
29	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue
64	NE 119th Street - NE 117th Avenue to NE 152nd Avenue
35	NE 130th Avenue - Padden Parkway to NE 99th Street
31	NE 137th Avenue - Vancouver City Limits to NE Fourth Plain Blvd.
8	NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street
11	NE 139th Street - NE 20th Avenue to NE 29th Avenue
68	NE 142nd Avenue - NE 159th Street to NE 199th Street
47	NE 152nd Avenue - NE Ward Road to NE 99th Street
28	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)
B	NE 15th Avenue - NE Union Road to NE 179th Street
C	NE 162nd Avenue - NE 39th Street to Ward Road
39	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue
D	NE 172nd Avenue - Pacific Park to NE 18th Street
15	NE 179th Street - NE 10th Avenue to NE 50th Avenue
25	NE 179th Street - NE Cramer Road to SR-503
38	NE 179th Street - NE 50th Avenue to Cramer Road
50	NE 182nd Avenue - NE 159th Street to Risto Road
58	NE 182nd Avenue - NE 119th Street to NE 159th Street
36	NE 182nd Avenue at NE 159th Street - Intersection
44	NE 192nd Avenue - SE 1st Street to NE 18th Street
41	NE 20th Avenue / 29th Avenue - NE 154th Street to NE 179th Street
5	NE 23rd Avenue (I-205 Ramp Extension) - NE 134th Street to NE 139th Street
48	NE 259th Street - NE 10th Avenue to NE 45th Avenue
46	NE 25th Avenue - Minnehaha Street to NE 78th Street
33	NE 29th Avenue - NE 134th Street to NE 179th Street
87	NE 379th Street at NE 94th Avenue - Intersection
66	NE 40th Street - NE 54th Avenue to Andresen Road
67	NE 47th Avenue - NE 63rd Street to NE 78th Street
19	NE 63rd Street - NE Andresen Road to Interstate 205
52	NE 63rd Street - Interstate 205 to Covington Road
77	NE 68th Street - Highway 99 to St. Johns Road
61	NE 72nd Avenue - SR-502 to NE 259th Street

2004 - 2009 Transportation Improvement Program

Project Index

(Listed Alphanumeric)

2003-2008 RANKING	PROJECT
E	NE 72nd Avenue - North of NE 88th Street to St. Johns Road
69	NE 72nd Avenue at NE 239th Street - Intersection
1	NE 76th Street - NE 94th Avenue to NE 107th Avenue
F	NE 76th Street - NE 117th Avenue (SR-503) to NE 147th Avenue
74	NE 78th Street - Ward Road to NE 162nd Avenue
53	NE 82nd Avenue at NE 259th Street - Intersection
10	NE 88th Street - Highway 99 to St. Johns Road
37	NE 88th Street - Hazel Dell Avenue to Highway 99
7	NE 88th Street - St. Johns Road to Andresen Road
82	NE 92nd Avenue - NE 119th Street to NE 159th Street
23	NE 94th Avenue - Padden Parkway to NE 119th Street
14	NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
17	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
27	NE 99th Street - St. Johns Road to NE 72nd Avenue
45	NE 99th Street - NE 137th Avenue to NE 152nd Avenue
63	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue
55	NE 99th Street at NE 137th Avenue - Intersection
71	NE Brothers Road - NE 31st Avenue to NE 41st Avenue
78	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road
43	NE Goodwin Road / NE 28th Street - NE 202nd Avenue to NE 232nd Avenue
24	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
30	NE Hazel Dell Avenue at NE 63rd Street - Intersection
18	NE Heisson Road - Battle Ground City limits to NE 244th Street
3	NE Highway 99 - NE 99th Street to NE 117th Street
34	NE Highway 99 - NE 117th Street to NE 129th Street
6	NE Highway 99 - South of Railroad Bridge to NE 63rd Street
G	NE Highway 99 - NE 20th Avenue to NE 134th Street
56	NE Highway 99 at NE 63rd Street - Intersection
72	NE J.A. Moore Road - NE 290th Street to NE 297th Street
76	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue
13	NE Padden Parkway at SR-503 - Interchange
62	NE Robinson Road at SR-500 - Intersection
21	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)
40	NE Salmon Creek Avenue - NE 50th Avenue to NE 159th Street
9	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue
H	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue
51	NE Ward Road - NE 137th Avenue to NE Fourth Plain Blvd.
I	NE Ward Road / NE 172nd Avenue - South of NE 99th Street to NE 119th Street
J	NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue
32	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street
16	NW 179th Street - I-5 to NW 11th Avenue
81	NW 179th Street - NW 11th Avenue to NW 41st Avenue

2004 - 2009 Transportation Improvement Program

Project Index

(Listed Alphanumeric)

2003-2008 RANKING	PROJECT
90	NW 179th Street - NW 41st Avenue to Krieger Road
85	NW 209th Street - NW Delfell Road to NW 31st Avenue
70	NW 21st Avenue - NW 99th Street to NW 119th Street
79	NW 31st Avenue - Ridgefield City Limits to NW 319th Street
73	NW 36th Avenue at McCann Road - Intersection
88	NW 41st Avenue - NW 169th Street to NW 182nd Street
83	NW 94th Street - NW 21st Avenue to NW 9th Avenue
65	NW Bliss Road at NW 21st Avenue - Intersection
42	NW Bratton Road - Pacific Highway to NW 29th Avenue
86	NW Hayes Road - NW 34th Avenue to NW 21st Avenue
91	NW Krieger Road - NW 179th Street to NW 192nd Street
59	NW Lakeshore Drive - NW 78th Street to McCann Road
60	NW Seward Road - NW Bliss Road to NW 41st Avenue
80	SE 15th Street - Everett Road to SE 283rd Avenue
89	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue
84	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue
54	SE Gardner Road - SE 15th Street/Everett Road Intersection

2004 - 2009 Transportation Improvement Program

Project Index

(Listed by TIP Priority)

2003-2008 RANKING	PROJECT
A	Betts Bridge #26 Replacement - NE Salmon Creek Avenue at Salmon Creek
B	NE 15th Avenue - NE Union Road to NE 179th Street
C	NE 162nd Avenue - NE 39th Street to Ward Road
D	NE 172nd Avenue - Pacific Park to NE 18th Street
E	NE 72nd Avenue - North of NE 88th Street to St. Johns Road
F	NE 76th Street - NE 117th Avenue (SR-503) to NE 147th Avenue
G	NE Highway 99 - NE 20th Avenue to NE 134th Street
H	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue
I	NE Ward Road / NE 172nd Avenue - South of NE 99th Street to NE 119th Street
J	NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue
1	NE 76th Street - NE 94th Avenue to NE 107th Avenue
2	I-5/Salmon Creek Improvements - NE 139th Street Overpass & Adjoining Improvements
3	NE Highway 99 - NE 99th Street to NE 117th Street
4	NE 117th Street - Hazel Dell Avenue to Highway 99
5	NE 23rd Avenue (I-205 Ramp Extension) - NE 134th Street to NE 139th Street
6	NE Highway 99 - South of Railroad Bridge to NE 63rd Street
7	NE 88th Street - St. Johns Road to Andresen Road
8	NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street
9	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue
10	NE 88th Street - Highway 99 to St. Johns Road
11	NE 139th Street - NE 20th Avenue to NE 29th Avenue
12	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
13	NE Padden Parkway at SR-503 - Interchange
14	NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
15	NE 179th Street - NE 10th Avenue to NE 50th Avenue
16	NW 179th Street - I-5 to NW 11th Avenue
17	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
18	NE Heisson Road - Battle Ground City limits to NE 244th Street
19	NE 63rd Street - NE Andresen Road to Interstate 205
20	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
21	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)
22	NE 10th Avenue - NE 134th Street to NE 149th Street
23	NE 94th Avenue - Padden Parkway to NE 119th Street
24	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
25	NE 179th Street - NE Cramer Road to SR-503
26	NE 10th Avenue Phase II - NE Carty Road to Ridgefield City Limits
27	NE 99th Street - St. Johns Road to NE 72nd Avenue
28	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)
29	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue
30	NE Hazel Dell Avenue at NE 63rd Street - Intersection
31	NE 137th Avenue - Vancouver City Limits to NE Fourth Plain Blvd.
32	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street

2004 - 2009 Transportation Improvement Program

Project Index

(Listed by TIP Priority)

2003-2008 RANKING	PROJECT
33	NE 29th Avenue - NE 134th Street to NE 179th Street
34	NE Highway 99 - NE 117th Street to NE 129th Street
35	NE 130th Avenue - Padden Parkway to NE 99th Street
36	NE 182nd Avenue at NE 159th Street - Intersection
37	NE 88th Street - Hazel Dell Avenue to Highway 99
38	NE 179th Street - NE 50th Avenue to Cramer Road
39	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue
40	NE Salmon Creek Avenue - NE 50th Avenue to NE 159th Street
41	NE 20th Avenue / 29th Avenue - NE 154th Street to NE 179th Street
42	NW Bratton Road - Pacific Highway to NW 29th Avenue
43	NE Goodwin Road / NE 28th Street - NE 202nd Avenue to NE 232nd Avenue
44	NE 192nd Avenue - SE 1st Street to NE 18th Street
45	NE 99th Street - NE 137th Avenue to NE 152nd Avenue
46	NE 25th Avenue - Minnehaha Street to NE 78th Street
47	NE 152nd Avenue - NE Ward Road to NE 99th Street
48	NE 259th Street - NE 10th Avenue to NE 45th Avenue
49	NE 107th Avenue - NE Covington Road to NE 99th Street
50	NE 182nd Avenue - NE 159th Street to Risto Road
51	NE Ward Road - NE 137th Avenue to NE Fourth Plain Blvd.
52	NE 63rd Street - Interstate 205 to Covington Road
53	NE 82nd Avenue at NE 259th Street - Intersection
54	SE Gardner Road - SE 15th Street/Everett Road Intersection
55	NE 99th Street at NE 137th Avenue - Intersection
56	NE Highway 99 at NE 63rd Street - Intersection
57	NE 10th Avenue/Timmen Road - NE 264th Street to La Center Road
58	NE 182nd Avenue - NE 119th Street to NE 159th Street
59	NW Lakeshore Drive - NW 78th Street to McCann Road
60	NW Seward Road - NW Bliss Road to NW 41st Avenue
61	NE 72nd Avenue - SR-502 to NE 259th Street
62	NE Robinson Road at SR-500 - Intersection
63	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue
64	NE 119th Street - NE 117th Avenue to NE 152nd Avenue
65	NW Bliss Road at NW 21st Avenue - Intersection
66	NE 40th Street - NE 54th Avenue to Andresen Road
67	NE 47th Avenue - NE 63rd Street to NE 78th Street
68	NE 142nd Avenue - NE 159th Street to NE 199th Street
69	NE 72nd Avenue at NE 239th Street - Intersection
70	NW 21st Avenue - NW 99th Street to NW 119th Street
71	NE Brothers Road - NE 31st Avenue to NE 41st Avenue
72	NE J.A. Moore Road - NE 290th Street to NE 297th Street
73	NW 36th Avenue at McCann Road - Intersection
74	NE 78th Street - Ward Road to NE 162nd Avenue

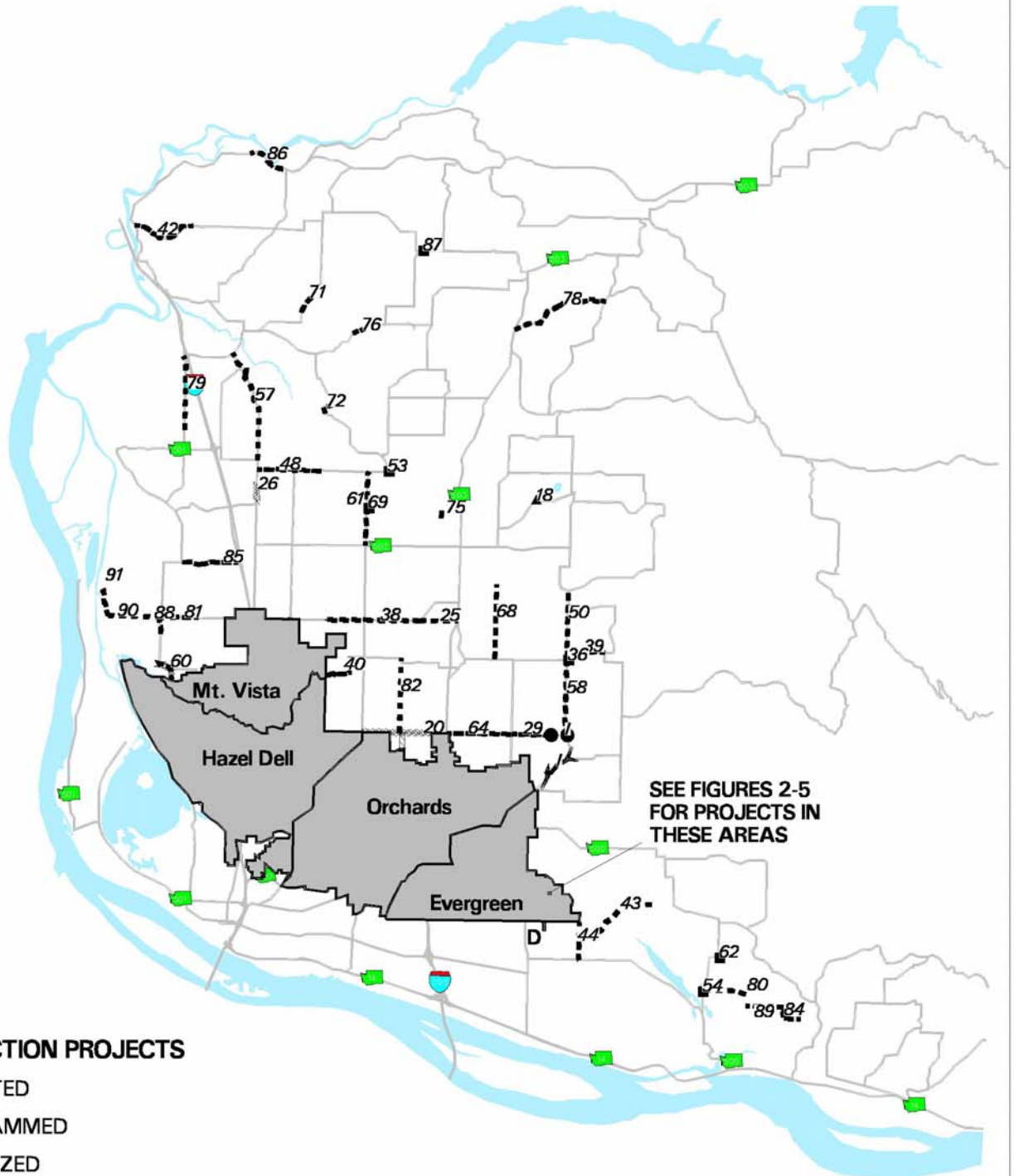
2004 - 2009 Transportation Improvement Program

Project Index

(Listed by TIP Priority)

2003-2008 RANKING	PROJECT
75	NE 112th Avenue - Battle Ground City Limits to NE 239th Street
76	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue
77	NE 68th Street - Highway 99 to St. Johns Road
78	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road
79	NW 31st Avenue - Ridgefield City Limits to NW 319th Street
80	SE 15th Street - Everett Road to SE 283rd Avenue
81	NW 179th Street - NW 11th Avenue to NW 41st Avenue
82	NE 92nd Avenue - NE 119th Street to NE 159th Street
83	NW 94th Street - NW 21st Avenue to NW 9th Avenue
84	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue
85	NW 209th Street - NW Delfell Road to NW 31st Avenue
86	NW Hayes Road - NW 34th Avenue to NW 21st Avenue
87	NE 379th Street at NE 94th Avenue - Intersection
88	NW 41st Avenue - NW 169th Street to NW 182nd Street
89	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue
90	NW 179th Street - NW 41st Avenue to Krieger Road
91	NW Krieger Road - NW 179th Street to NW 192nd Street

2004 - 2009 TRANSPORTATION IMPROVEMENT PROGRAM



INTERSECTION PROJECTS

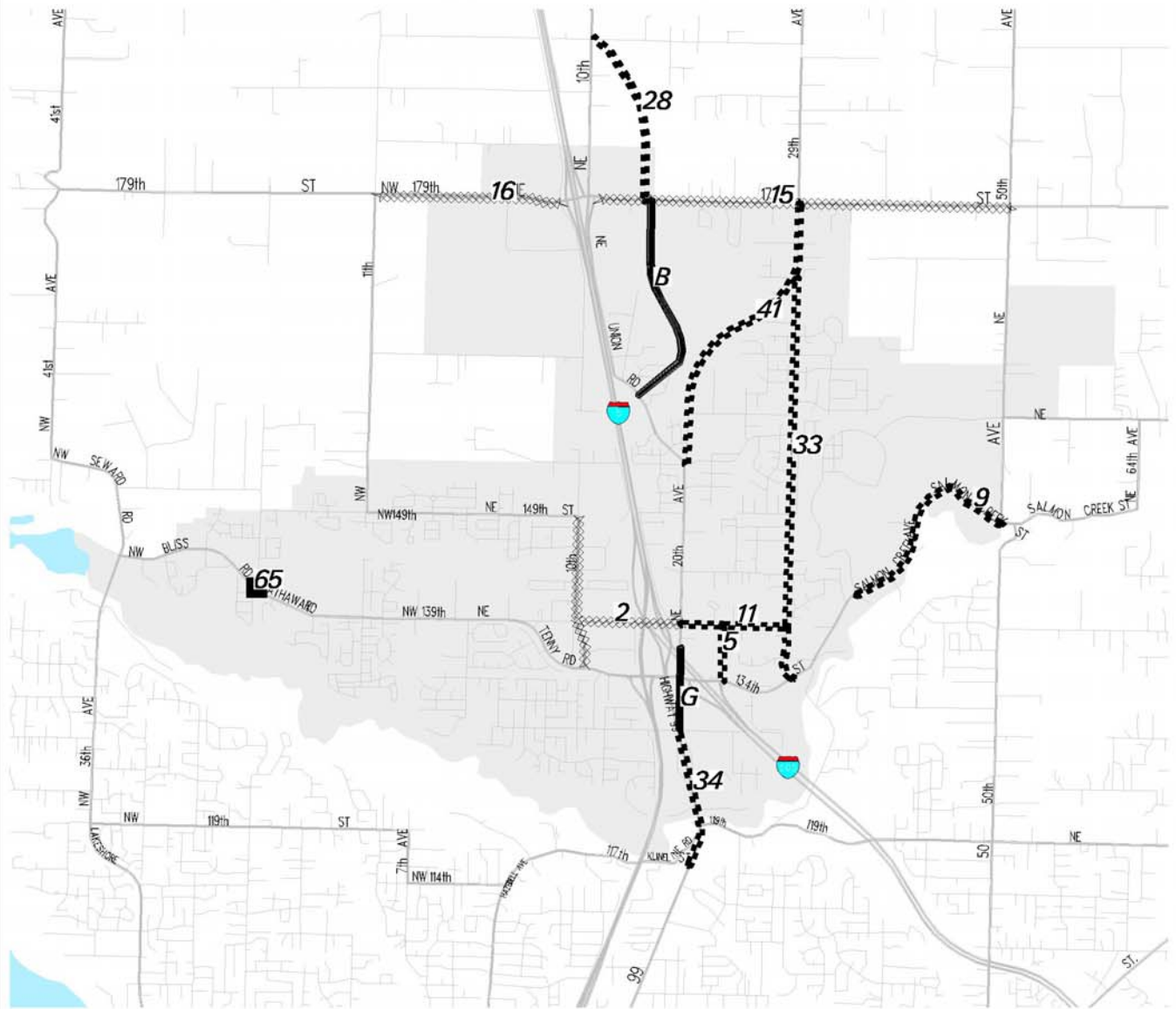
- OBLIGATED
- ▲ PROGRAMMED
- PRIORITIZED

ROAD PROJECTS

- OBLIGATED
- - - PROGRAMMED
- ... PRIORITIZED
- ▨ ROAD ALIGNMENT TO BE DETERMINED
- TIF AREA

FIGURE 1
PROJECT LOCATION MAP

2004 - 2009 TRANSPORTATION IMPROVEMENT PROGRAM



Projects within TIF areas are not necessarily TIF eligible.

INTERSECTION PROJECTS

- OBLIGATED
- ▲ PROGRAMMED
- PRIORITIZED

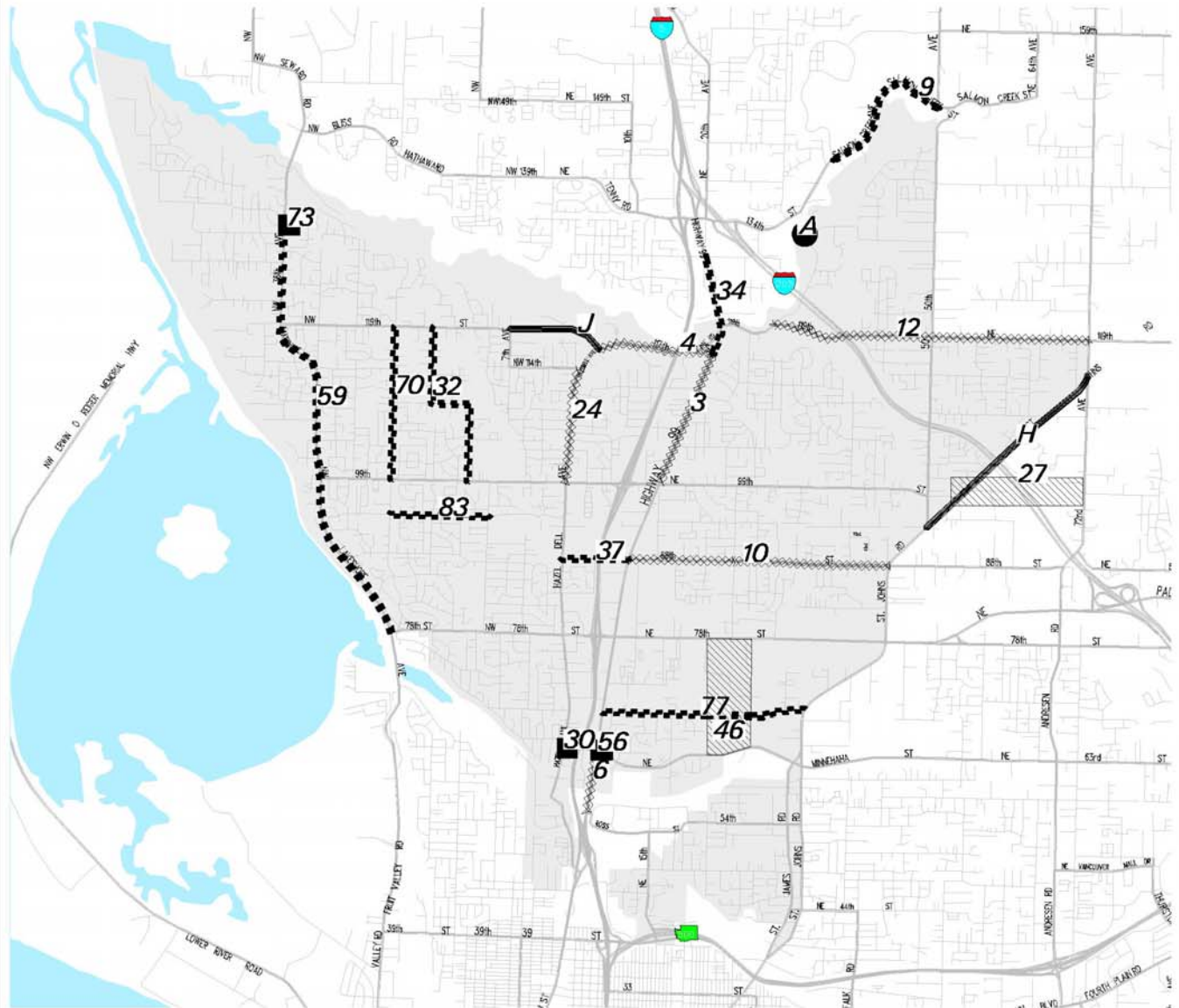
ROAD PROJECTS

- ~ OBLIGATED
- - - PROGRAMMED
- • • PRIORITIZED
- ▨ ROAD ALIGNMENT TO BE DETERMINED
- TIF AREA



FIGURE 2
PROJECTS WITHIN MT. VISTA TIF AREA

2004 - 2009 TRANSPORTATION IMPROVEMENT PROGRAM



Projects within TIF areas are not necessarily TIF eligible.

INTERSECTION PROJECTS

- OBLIGATED
- ▲ PROGRAMMED
- PRIORITIZED

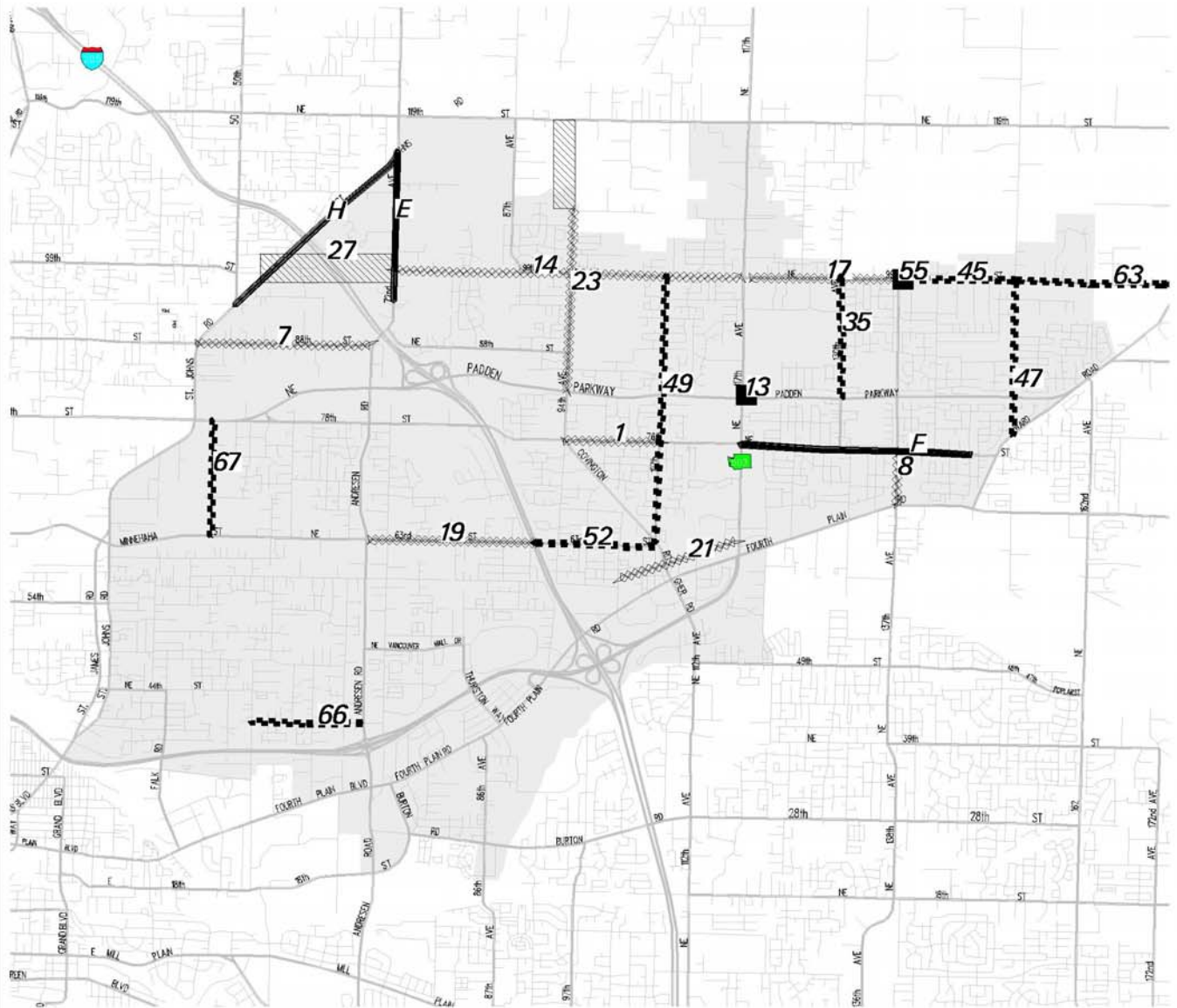
ROAD PROJECTS

- ~ OBLIGATED
- - - PROGRAMMED
- ... PRIORITIZED
- ▨ ROAD ALIGNMENT TO BE DETERMINED
- TIF AREA



FIGURE 3
PROJECTS WITHIN HAZEL DELL TIF AREA

2004 - 2009 TRANSPORTATION IMPROVEMENT PROGRAM



Projects within TIF areas are not necessarily TIF eligible.

INTERSECTION PROJECTS

- OBLIGATED
- ▲ PROGRAMMED
- PRIORITIZED

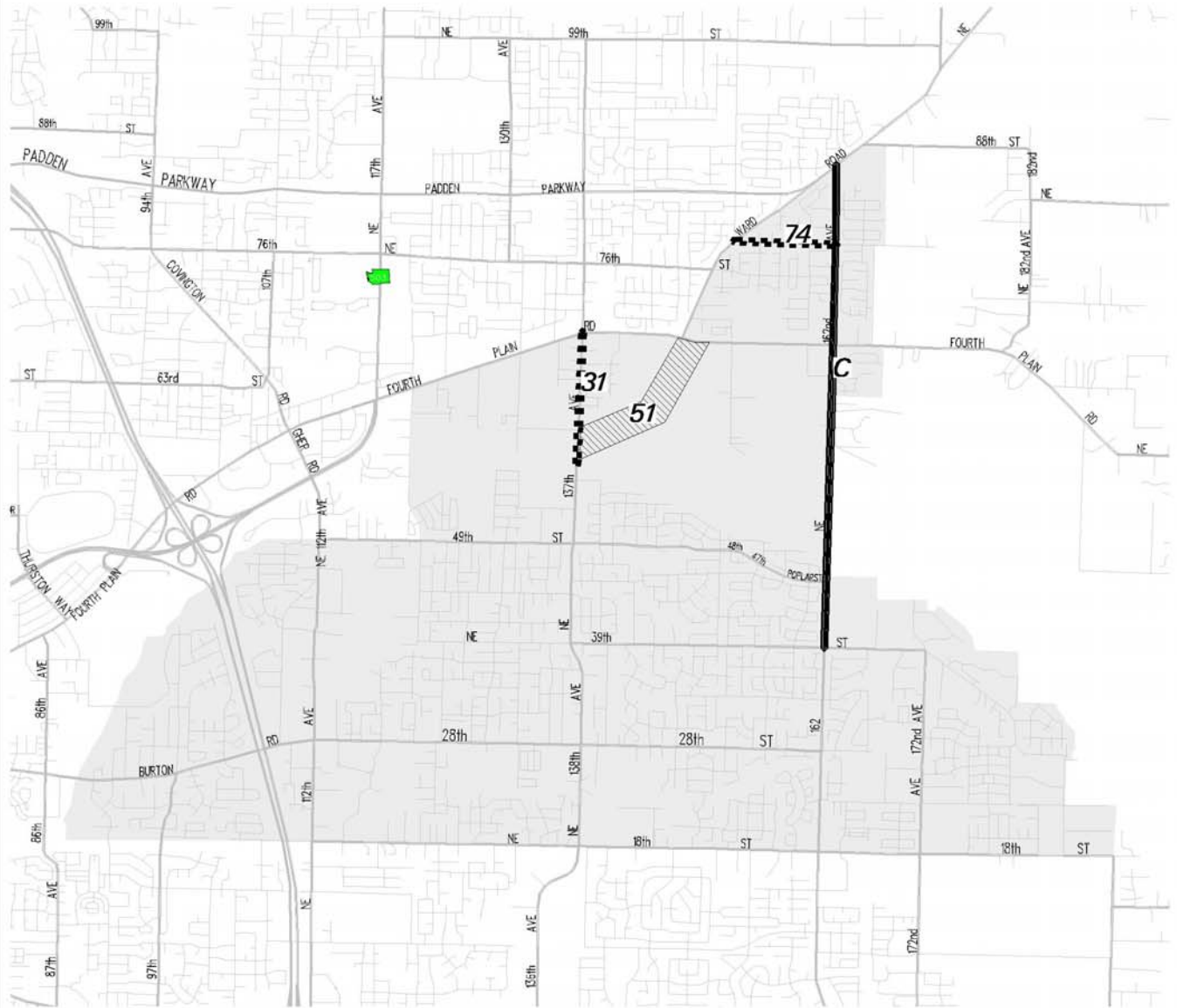
ROAD PROJECTS

- ~ OBLIGATED
- PROGRAMMED
- ... PRIORITIZED
- ▨ ROAD ALIGNMENT TO BE DETERMINED
- TIF AREA



FIGURE 4
PROJECTS WITHIN ORCHARDS TIF AREA

2004 - 2009 TRANSPORTATION IMPROVEMENT PROGRAM



Projects within TIF areas are not necessarily TIF eligible.

INTERSECTION PROJECTS

- OBLIGATED
- ▲ PROGRAMMED
- PRIORITIZED

ROAD PROJECTS

- ~ OBLIGATED
- - - PROGRAMMED
- ... PRIORITIZED
- ▨ ROAD ALIGNMENT TO BE DETERMINED
- TIF AREA



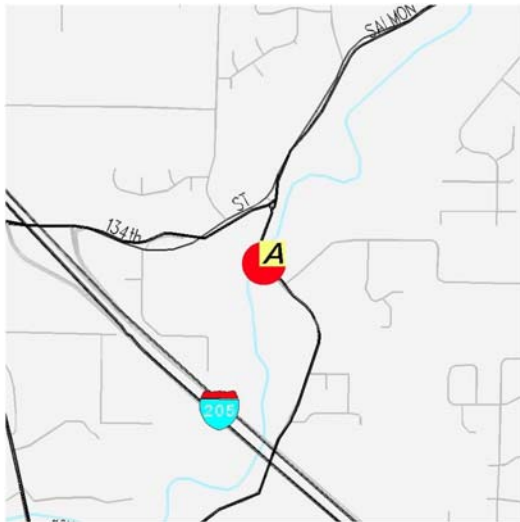
FIGURE 5
PROJECTS WITHIN EVERGREEN TIF AREA



2004 - 2009 Transportation Improvement Program

Project: A. Betts Bridge #26 Replacement - NE Salmon Creek Avenue at Salmon Creek

Vicinity Map



Project Summary

Work Order Number: 321222

Project Manager: Carolyn Heniges

Project Description: Replace bridge due to failure.

Project Length (mi.): 0.20

Basis for Project: Safety

Timeline: PE Pre 2004 - 2005; ROW Pre 2004 - 2004; CN 2005 - 2006

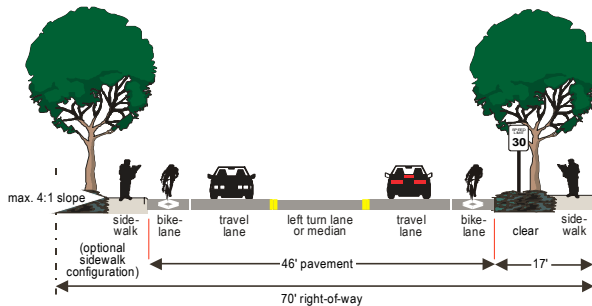
Notes:

Status (November): Design and right-of-way in progress.

Cross-Section Detail

2-lane Collector

with center/left turn lane and bike lanes



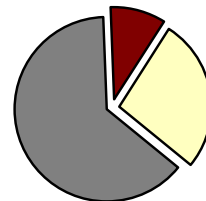
Project Cost Summary

Engineering \$500,000

Real Property \$695,000

Construction \$2,655,000

Total: \$3,850,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund: \$1,850,000

TIF: \$0

Federal Grant: \$2,000,000

State Grant: \$0

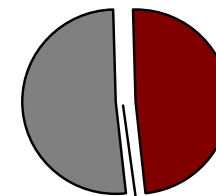
Loan: \$0

Other: \$0

Projected Grants: \$0

Beyond Six-Year: \$0

Total: \$3,850,000



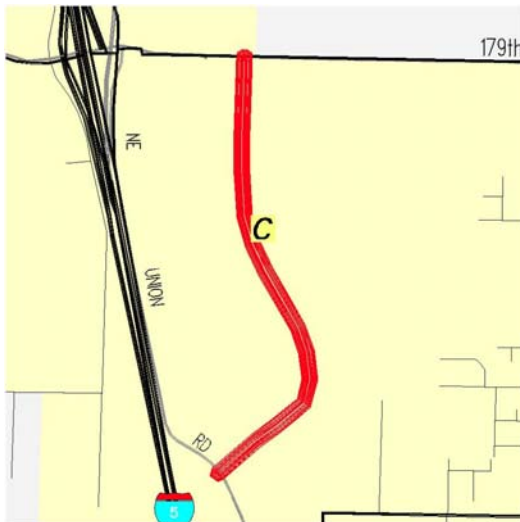
■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: B. NE 15th Avenue - NE Union Road to NE 179th Street

Vicinity Map



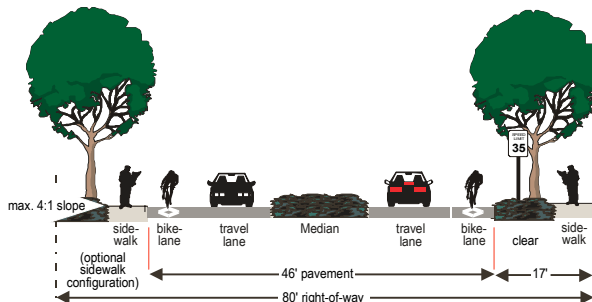
Project Summary

Work Order Number:	382822
Project Manager:	Robert Rogers
Project Description:	Construct 2-lane minor arterial with center turn lane, bike lanes and sidewalks on new alignment.
Project Length (mi.):	0.90
Basis for Project:	Growth in area; access to currently undeveloped parcels. Replaces current Union Road.
Timeline:	PE Pre 2004 - 2004; ROW Pre 2004 - 2004; CN 2007 - 2008
Notes:	
Status (November):	Project on hold until right-of-way is resolved.

Cross-Section Detail

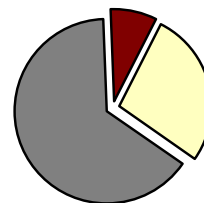
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

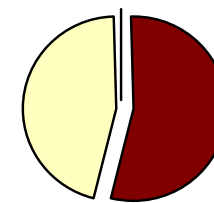
Engineering	\$460,000
Real Property	\$1,540,000
Construction	\$3,800,000
Total:	\$5,800,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$3,090,873
TIF:	\$2,709,127
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$5,800,000



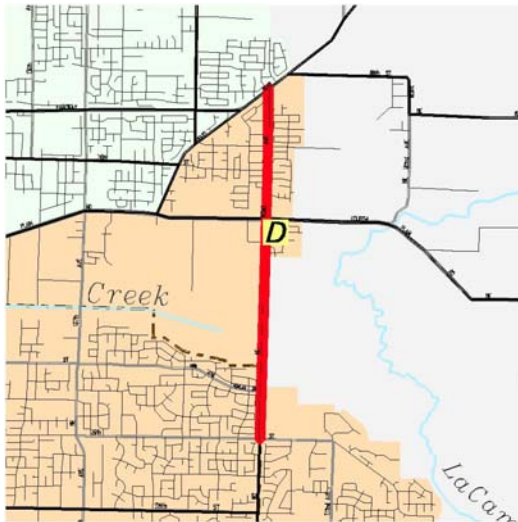
■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: C. NE 162nd Avenue - NE 39th Street to Ward Road

Vicinity Map



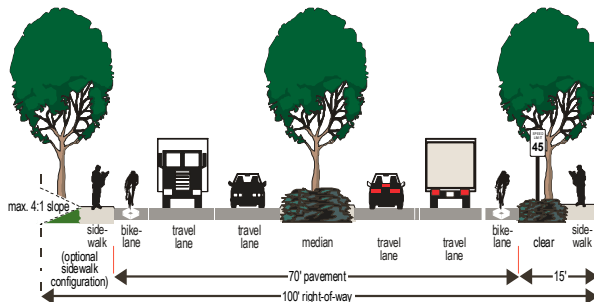
Project Summary

Work Order Number:	393722
Project Manager:	Jerry Barnett
Project Description:	Improve to 4-lane principal arterial with center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	2.40
Basis for Project:	Significant congestion, trucks, no shoulders, pedestrian or bicycle facilities
Timeline:	PE Pre 2004 - 2004; ROW Pre 2004 - 2004; CN 2004 - 2005
Notes:	WSDOT partnership of \$1,879,000 for improvements at the SR500 intersection. City of Vancouver contributing \$1,507,000 in Evergreen TIF funds.
Status (November):	2004 construction.

Cross-Section Detail

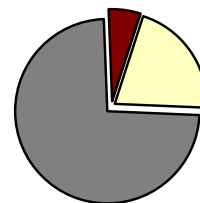
4-lane Principal Arterial

with center/left turn lane and bike lanes



Project Cost Summary

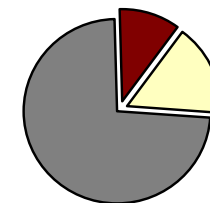
Engineering	\$619,000
Real Property	\$2,295,000
Construction	\$8,418,000
Total:	\$11,332,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$1,241,000
TIF:	\$1,707,000
Federal Grant:	\$3,000,000
State Grant:	\$3,505,000
Loan:	\$0
Other:	\$1,879,000
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$11,332,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: D. NE 172nd Avenue - Pacific Park to NE 18th Street

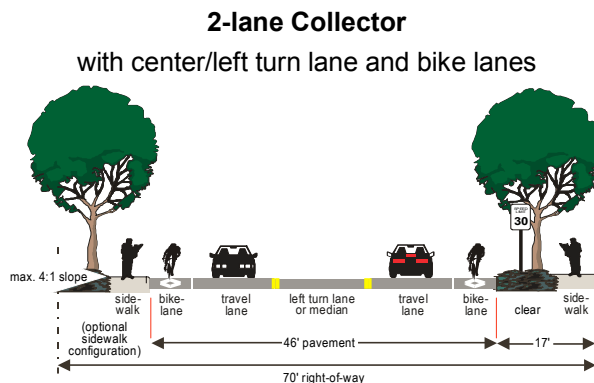
Vicinity Map



Project Summary

Work Order Number: 331822
Project Manager: Linda Small
Project Description: Improve to 2-lane collector standard with center turn lane, bike lanes, and sidewalk.
Project Length (mi.): 0.25
Basis for Project: Partnership with Parks Department to complete frontage along Pacific Park.
Timeline: PE 2004
Notes: A complete cost estimate not available at this time.
Status (November): Design ongoing.

Cross-Section Detail

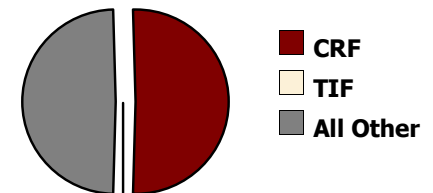


Project Cost Summary

■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund: \$50,000
TIF: \$0
Federal Grant: \$0
State Grant: \$0
Loan: \$0
Other: \$50,000
Projected Grants: \$0
Beyond Six-Year: \$0
Total: \$100,000





2004 - 2009 Transportation Improvement Program

Project: E. NE 72nd Avenue - North of NE 88th Street to St. Johns Road

Vicinity Map



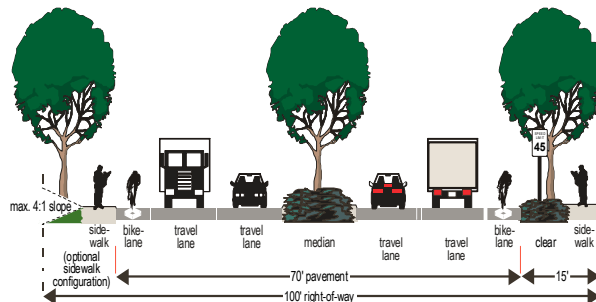
Project Summary

Work Order Number:	310122
Project Manager:	Scott Sawyer
Project Description:	Improve to 4-lane principal arterial with center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	0.78
Basis for Project:	Increased traffic leading to I-205 and 78th Street Corridor
Timeline:	PE Pre 2004 - 2004; ROW Pre 2004 - 2005; CN 2006 - 2007
Notes:	
Status (November):	Design efforts continue with coordination with St. Johns Road.

Cross-Section Detail

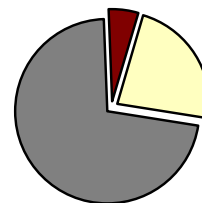
4-lane Principal Arterial

with center/left turn lane and bike lanes



Project Cost Summary

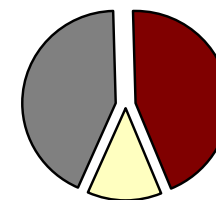
Engineering	\$494,000
Real Property	\$2,059,000
Construction	\$6,640,000
Total:	\$9,193,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$3,988,000
TIF:	\$1,205,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$4,000,000
Beyond Six-Year:	\$0
Total:	\$9,193,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: F. NE 76th Street - NE 117th Avenue (SR-503) to NE 147th Avenue

Vicinity Map



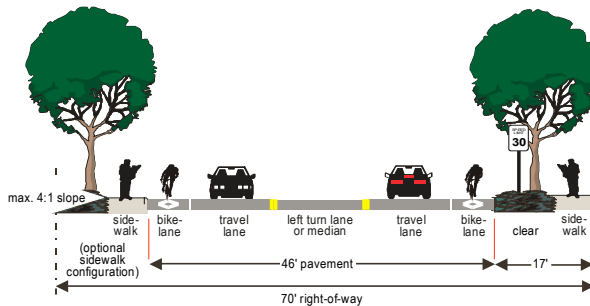
Project Summary

Work Order Number: 311022
 Project Manager: Scott Sawyer
 Project Description: Improve to 2-lane collector with a center turn lane, bike lanes and sidewalks.
 Project Length (mi.): 1.50
 Basis for Project: Increase in pedestrian/bicycle traffic expected from new high school. Lack of existing pedestrian and bicycle facilities.
 Timeline: PE Pre 2004 - 2004; ROW Pre 2004 - 2004; CN 2004 - 2005
 Notes:
 Status (November): 2004 construction.

Cross-Section Detail

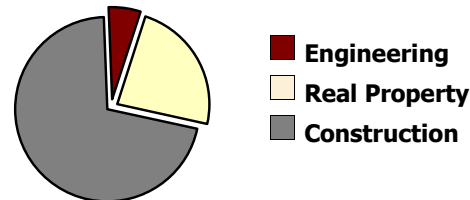
2-lane Collector

with center/left turn lane and bike lanes



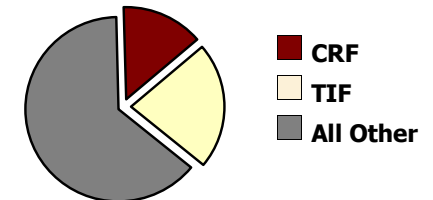
Project Cost Summary

Engineering \$330,000
 Real Property \$1,300,000
 Construction \$4,100,000
Total: \$5,730,000



Funding Summary

County Road Fund: \$822,000
 TIF: \$1,221,000
 Federal Grant: \$0
 State Grant: \$3,079,000
 Loan: \$0
 Other: \$608,000
 Projected Grants: \$0
 Beyond Six-Year: \$0
Total: \$5,730,000





2004 - 2009 Transportation Improvement Program

Project: G. NE Highway 99 - NE 20th Avenue to NE 134th Street

Vicinity Map



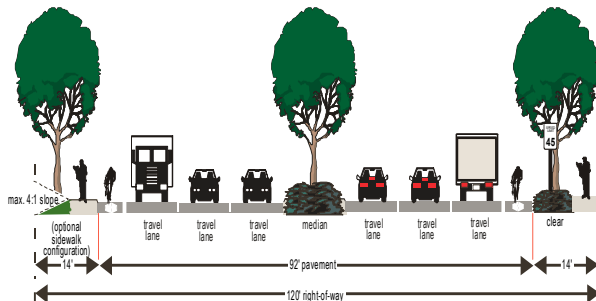
Project Summary

Work Order Number:	392922
Project Manager:	Matt Hall
Project Description:	Construct a 4-lane principal arterial on new alignment provide north-south movements onto NE 20th Avenue; Improve NE 20th Avenue bridge over I-205.
Project Length (mi.):	0.40
Basis for Project:	Mobility.
Timeline:	PE Pre 2004 - 2004; ROW Pre 2004; CN 2004 - 2005
Notes:	Identified in the Salmon Creek Fairgrounds Regional Road Plan.
Status (November):	2004 construction.

Cross-Section Detail

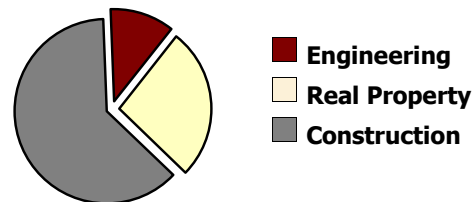
6-lane Principal Arterial

with center/left turn lane and bike lanes



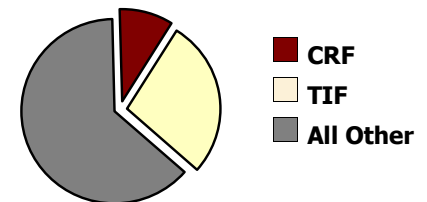
Project Cost Summary

Engineering	\$1,450,000
Real Property	\$3,200,000
Construction	\$8,000,000
Total:	\$12,650,000



Funding Summary

County Road Fund:	\$1,183,653
TIF:	\$3,382,347
Federal Grant:	\$4,041,000
State Grant:	\$4,043,000
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$12,650,000

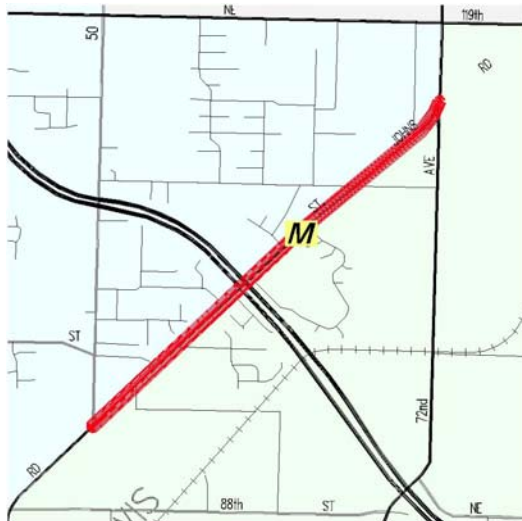




2004 - 2009 Transportation Improvement Program

Project: H. NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue

Vicinity Map



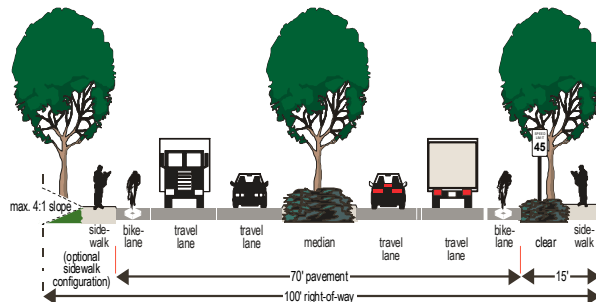
Project Summary

Work Order Number:	301422
Project Manager:	Carolyn Heniges
Project Description:	Improve to 4-lane principal arterial with center turn lane/median, bike lanes, and sidewalks.
Project Length (mi.):	1.46
Basis for Project:	Mobility and safety.
Timeline:	PE Pre 2004 - 2004; ROW Pre 2004 - 2004; CN 2007 - 2008
Notes:	
Status (November):	Design efforts continue with coordination with NE 72nd Avenue.

Cross-Section Detail

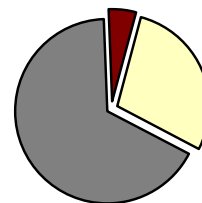
4-lane Principal Arterial

with center/left turn lane and bike lanes



Project Cost Summary

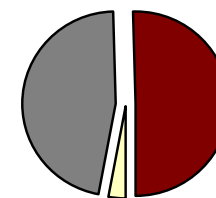
Engineering	\$663,000
Real Property	\$3,943,000
Construction	\$9,550,000
Total:	\$14,156,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$7,017,788
TIF:	\$400,212
Federal Grant:	\$2,890,000
State Grant:	\$0
Loan:	\$3,350,000
Other:	\$498,000
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$14,156,000



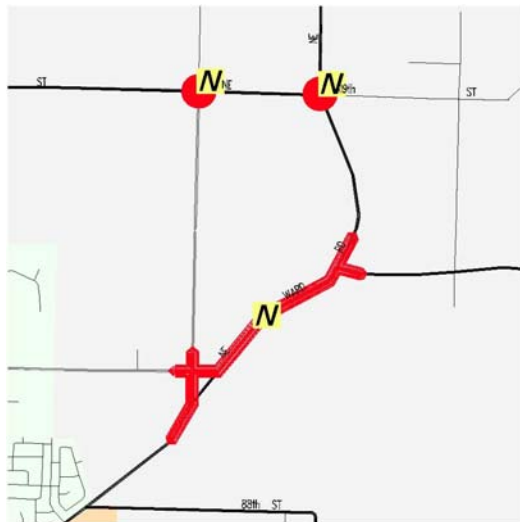
■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: I. NE Ward Road / NE 172nd Avenue - South of NE 99th Street to NE 119th Street

Vicinity Map

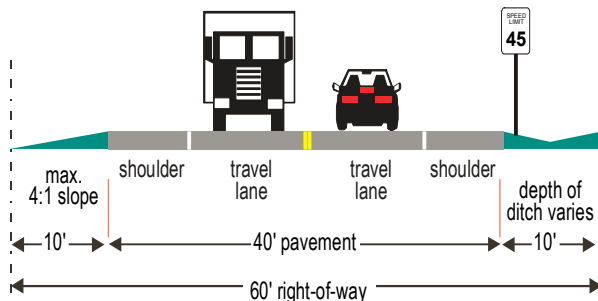


Project Summary

Work Order Number:	350422
Project Manager:	Robert Rogers
Project Description:	Safety improvement: construct preferred alternative from alignment study.
Project Length (mi.):	1.42
Basis for Project:	Safety concerns with curves; Traffic volumes and traffic operations
Timeline:	PE Pre 2004 - 2004; ROW Pre 2004 - 2004; CN 2005 - 2006
Notes:	
Status (November):	Work continues to acquire right-of-way and environmental permits.

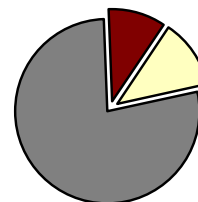
Cross-Section Detail

2-lane Rural Major Collector



Project Cost Summary

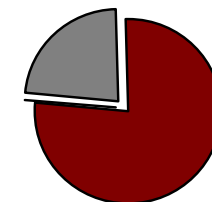
Engineering	\$937,000
Real Property	\$1,152,000
Construction	\$7,400,000
Total:	\$9,489,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$7,250,138
TIF:	\$0
Federal Grant:	\$88,862
State Grant:	\$950,000
Loan:	\$1,200,000
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$9,489,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: J. NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue

Vicinity Map



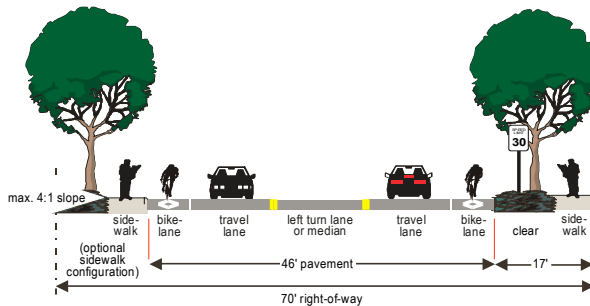
Project Summary

Work Order Number:	381022
Project Manager:	Scott Sawyer / Greg Jellison
Project Description:	Construct new 2-lane collector with center turn lane/median, bike lanes, and sidewalk.
Project Length (mi.):	0.71
Basis for Project:	Traffic using existing NW 114th Street/NW 7th Avenue; Growth; Need for east-west connection; Safety concerns at existing Hazel Dell / 114th intersection
Timeline:	PE Pre 2004 - 2004; ROW Pre 2004 - 2004; CN 2004 - 2005
Notes:	
Status (November):	2004 construction pending right-of-way and environmental permitting.

Cross-Section Detail

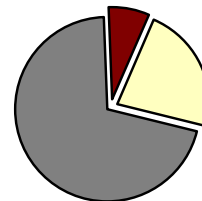
2-lane Collector

with center/left turn lane and bike lanes



Project Cost Summary

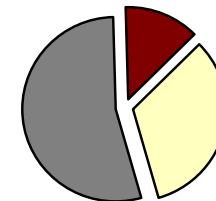
Engineering	\$560,000
Real Property	\$1,680,000
Construction	\$5,500,000
Total:	\$7,740,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$1,009,293
TIF:	\$2,480,707
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$4,250,000
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$7,740,000



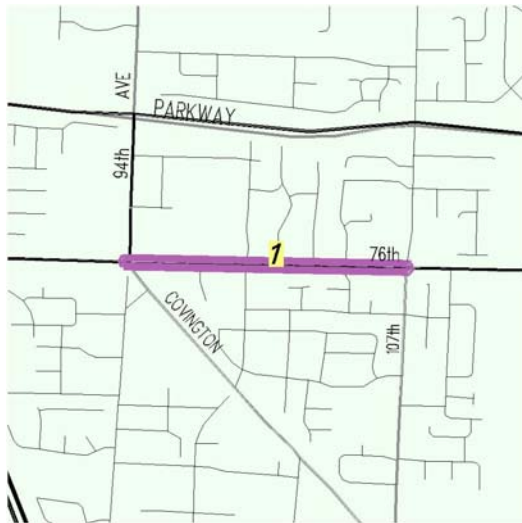
■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 1. NE 76th Street - NE 94th Avenue to NE 107th Avenue

Vicinity Map



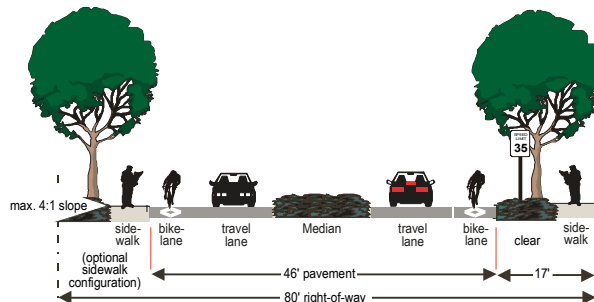
Project Summary

Work Order Number:	320922
Project Manager:	Richard Gamble
Project Description:	Improve to 2-lane minor arterial with center turn lane, bike lanes and sidewalks.
Project Length (mi.):	0.62
Basis for Project:	Congestion, no pedestrian or bicycle facilities.
Timeline:	PE Pre 2004 - 2004; ROW Pre 2004 - 2004; CN 2004 - 2005
Notes:	
Status (November):	2004 construction.

Cross-Section Detail

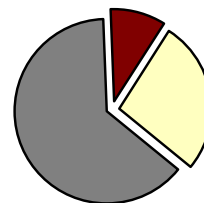
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

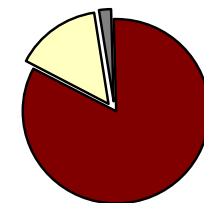
Engineering	\$230,000
Real Property	\$615,000
Construction	\$1,525,000
Total:	\$2,370,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$1,965,000
TIF:	\$350,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$55,000
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$2,370,000



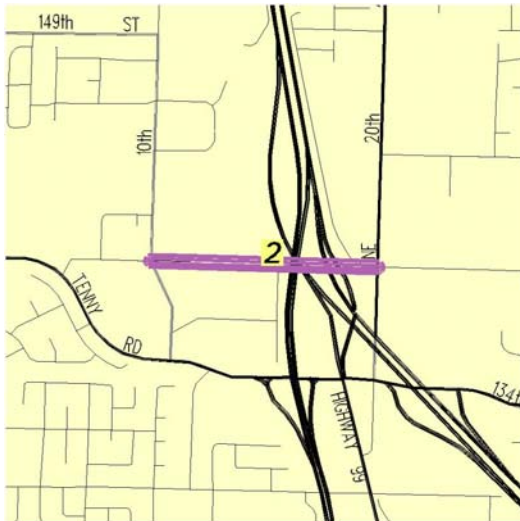
■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 2. I-5/Salmon Creek Improvements - NE 139th Street Overpass & Adjoining Improvements

Vicinity Map



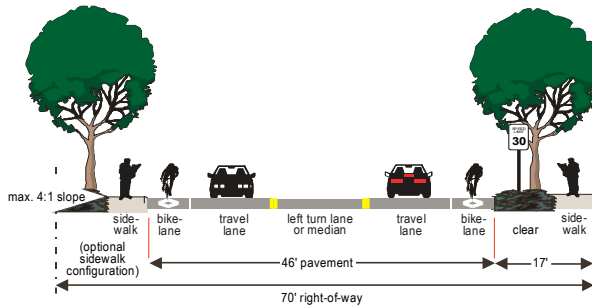
Project Summary

Work Order Number:	330322
Project Manager:	Carolyn Heniges
Project Description:	Construct new overpass between NE 20th Avenue and NE 139th Street/Tenny Road to alleviate congestion on NE 134th Street.
Project Length (mi.):	0.50
Basis for Project:	Congestion at NE 134th Street.
Timeline:	PE Pre 2004 - 2007; ROW 2005 - 2006; CN 2007 - 2009
Notes:	
Status (November):	Design ongoing.

Cross-Section Detail

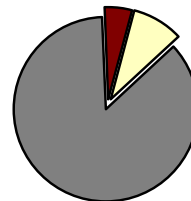
2-lane Collector

with center/left turn lane and bike lanes



Project Cost Summary

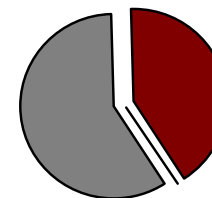
Engineering	\$1,380,000
Real Property	\$2,380,000
Construction	\$23,620,000
Total:	\$27,380,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$11,080,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$16,300,000
Beyond Six-Year:	\$0
Total:	\$27,380,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 3. NE Highway 99 - NE 99th Street to NE 117th Street

Vicinity Map



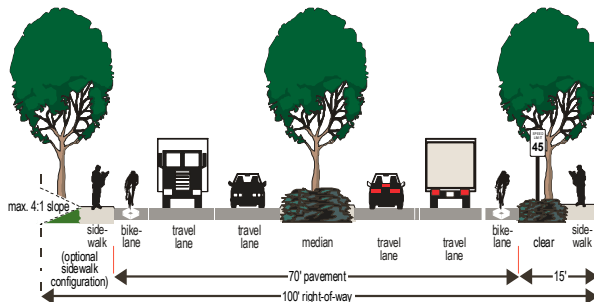
Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Improve to 4-lane principal arterial with a center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	0.92
Basis for Project:	Increased traffic congestion, lack of complete pedestrian and bicycle facilities.
Timeline:	PE 2005 - 2007; ROW 2008 - 2009
Notes:	
Status (November):	Currently not funded. Long Range Planning revised road section to 5-lane arterial in 2003.

Cross-Section Detail

4-lane Principal Arterial

with center/left turn lane and bike lanes

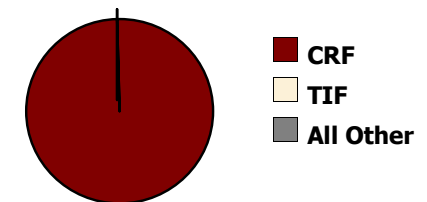


Project Cost Summary

- Engineering
- Real Property
- Construction

Funding Summary

County Road Fund:	\$1,500,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$1,500,000





2004 - 2009 Transportation Improvement Program

Project: 4. NE 117th Street - Hazel Dell Avenue to Highway 99

Vicinity Map



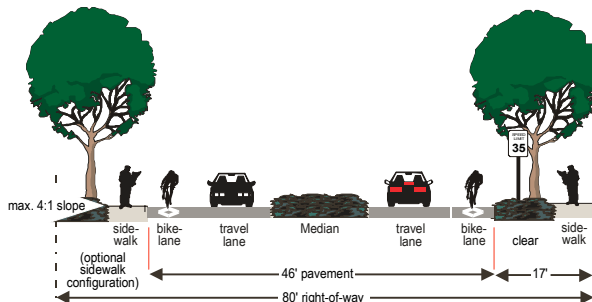
Project Summary

Work Order Number:	320322
Project Manager:	Robert Rogers
Project Description:	Improve to 2-lane minor arterial with center turn lane, bike lanes, and sidewalks.
Project Length (mi.):	0.74
Basis for Project:	Increased congestion, lack of pedestrian and bicycle facilities.
Timeline:	PE Pre 2004 - 2004; ROW Pre 2004 - 2004; CN 2005 - 2006
Notes:	
Status (November):	Work continues on design and right-of-way acquisition.

Cross-Section Detail

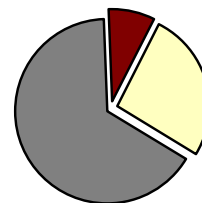
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

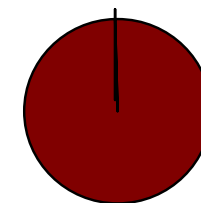
Engineering	\$400,000
Real Property	\$1,290,000
Construction	\$3,350,000
Total:	\$5,040,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$5,040,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$5,040,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 5. NE 23rd Avenue (I-205 Ramp Extension) - NE 134th Street to NE 139th Street

Vicinity Map



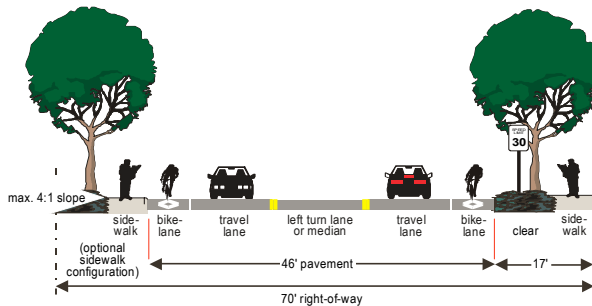
Project Summary

Work Order Number:	330622
Project Manager:	Matt Hall
Project Description:	Construct new 2-lane collector with center turn lanes, bike lanes and sidewalks. Install new signal at NE 134th Street. (Does not include off ramp and intersection work by WSDOT)
Project Length (mi.):	0.26
Basis for Project:	Salmon Creek/Fairgrounds Regional Road Plan. Project will improve circulation in Salmon Creek area.
Timeline:	PE Pre 2004; CN Pre 2004
Notes:	
Status (November):	Project funded and built by Legacy Health Systems. Bridge deck complete. Expected to open to traffic in 2005 in conjunction with opening of Legacy project.

Cross-Section Detail

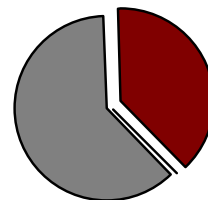
2-lane Collector

with center/left turn lane and bike lanes



Project Cost Summary

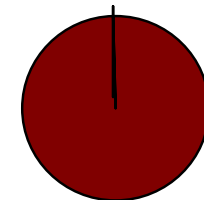
Engineering	\$15,000
Real Property	\$0
Construction	\$25,000
Total:	\$40,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$40,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$40,000



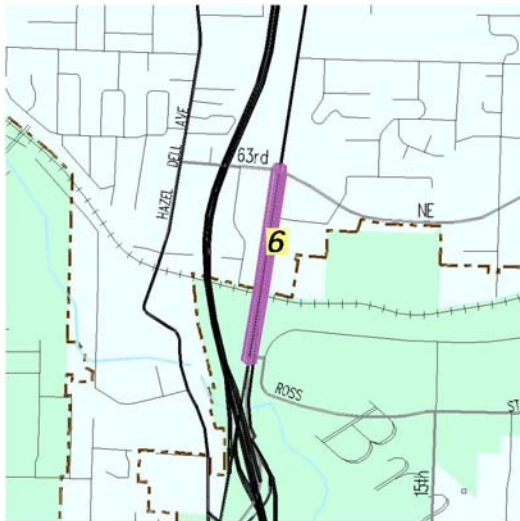
■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 6. NE Highway 99 - South of Railroad Bridge to NE 63rd Street

Vicinity Map



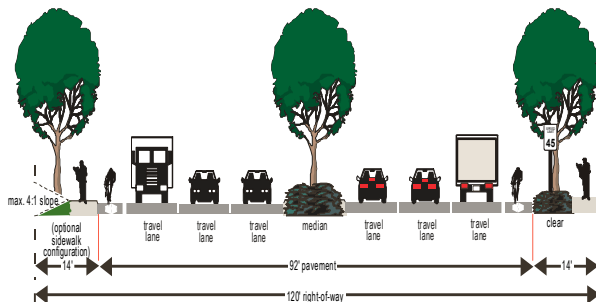
Project Summary

Work Order Number:	331222
Project Manager:	David Dolan
Project Description:	Improve to 6-lane principal arterial with center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	0.27
Basis for Project:	Low clearance at railroad bridge significantly impacts full use of the Highway 99 ITS project. Expansion of Park & Ride and other development at the Ross Complex. No pedestrian or bike facilities under the bridge.
Timeline:	PE Pre 2004 - 2006; ROW 2006; CN 2007 - 2008
Notes:	
Status (November):	Clark County continues to work with the City of Vancouver to pursue funding for this project.

Cross-Section Detail

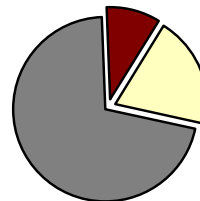
6-lane Principal Arterial

with center/left turn lane and bike lanes



Project Cost Summary

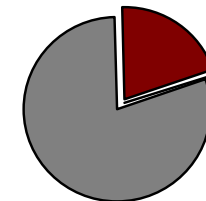
Engineering	\$400,000
Real Property	\$800,000
Construction	\$3,000,000
Total:	\$4,200,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$840,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$840,000
Projected Grants:	\$2,520,000
Beyond Six-Year:	\$0
Total:	\$4,200,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 7. NE 88th Street - St. Johns Road to Andresen Road

Vicinity Map



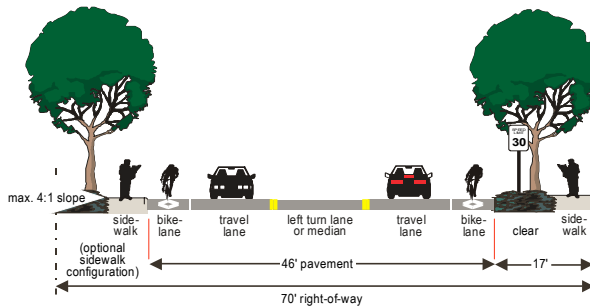
Project Summary

Work Order Number:	321022
Project Manager:	Matt Hall
Project Description:	Improve to 2-lane collector with center turn lane, bike lanes and sidewalks.
Project Length (mi.):	1.13
Basis for Project:	Increased congestion, safety concerns, and near future development.
Timeline:	PE Pre 2004 - 2005; ROW 2004 - 2005; CN 2006 - 2007
Notes:	
Status (November):	Design ongoing and right-of-way acquisition to start in 2004.

Cross-Section Detail

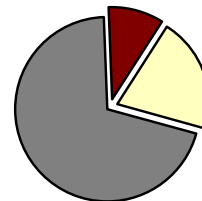
2-lane Collector

with center/left turn lane and bike lanes



Project Cost Summary

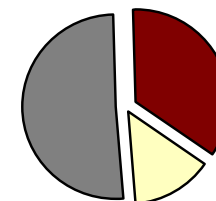
Engineering	\$740,000
Real Property	\$1,490,000
Construction	\$5,310,000
Total:	\$7,540,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$2,600,000
TIF:	\$1,040,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$3,900,000
Beyond Six-Year:	\$0
Total:	\$7,540,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 8. NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street

Vicinity Map



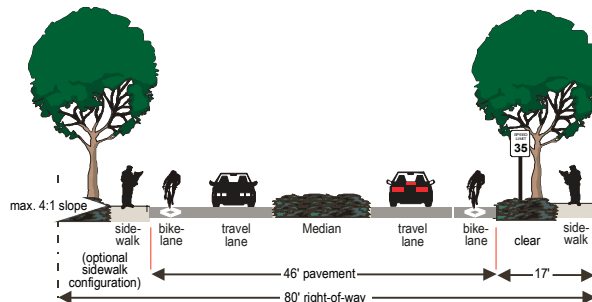
Project Summary

Work Order Number:	321122
Project Manager:	Robin Krause
Project Description:	Improve to 2-lane minor arterial with center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	0.35
Basis for Project:	Narrow roadway, needs turn lanes for bus and sidewalks for children. Safety and improved circulation.
Timeline:	PE Pre 2004 - 2004; ROW 2004; CN 2006
Notes:	
Status (November):	Design ongoing.

Cross-Section Detail

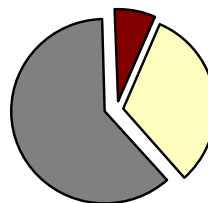
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

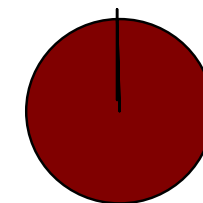
Engineering	\$105,000
Real Property	\$450,000
Construction	\$900,000
Total:	\$1,455,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$1,455,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$1,455,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 9. NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue

Vicinity Map



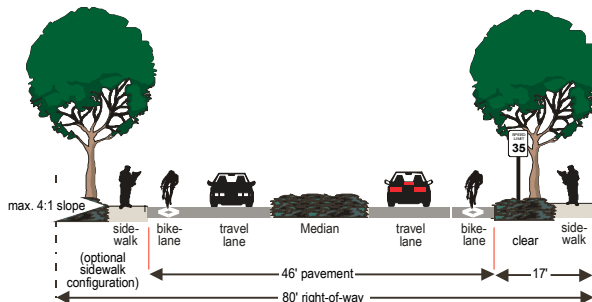
Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Improve to 2-lane minor arterial with a center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	1.03
Basis for Project:	Increased congestion associated with WSU, lack of pedestrian and bicycle facilities.
Timeline:	PE Beyond 2009; ROW Beyond 2009; CN Beyond 2009
Notes:	
Status (November):	No activity.

Cross-Section Detail

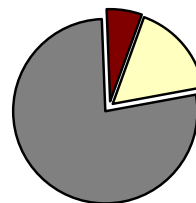
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

Engineering	\$400,000
Real Property	\$1,050,000
Construction	\$5,000,000
Total:	\$6,450,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$0
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$6,450,000
Total:	\$6,450,000

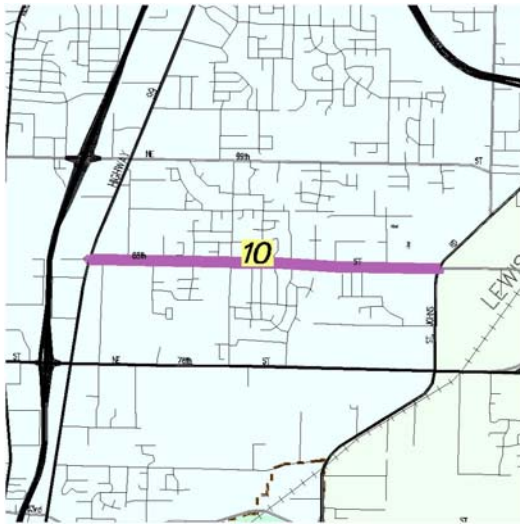
■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 10. NE 88th Street - Highway 99 to St. Johns Road

Vicinity Map



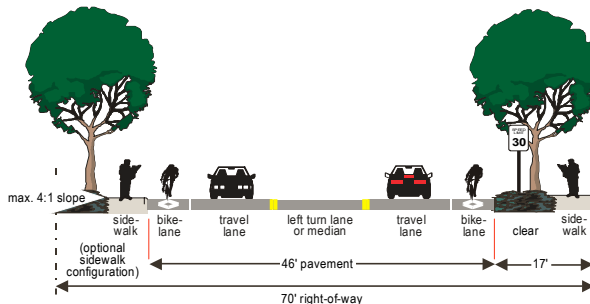
Project Summary

Work Order Number: 330222
Project Manager: Glen Bedell
Project Description: Improve to 2-lane collector with center turn lane, bike lanes and sidewalks.
Project Length (mi.): 1.69
Basis for Project: Increased congestion, safety concerns, and near future development.
Timeline: PE Pre 2004 - 2006; ROW 2006 - 2007; CN 2008 - 2009
Notes:
Status (November): Design ongoing.

Cross-Section Detail

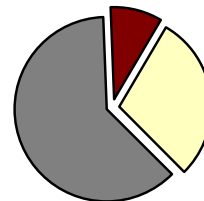
2-lane Collector

with center/left turn lane and bike lanes



Project Cost Summary

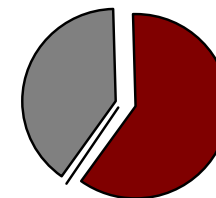
Engineering	\$1,095,000
Real Property	\$3,300,000
Construction	\$7,445,000
Total:	\$11,840,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$7,040,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$4,800,000
Beyond Six-Year:	\$0
Total:	\$11,840,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 11. NE 139th Street - NE 20th Avenue to NE 29th Avenue

Vicinity Map



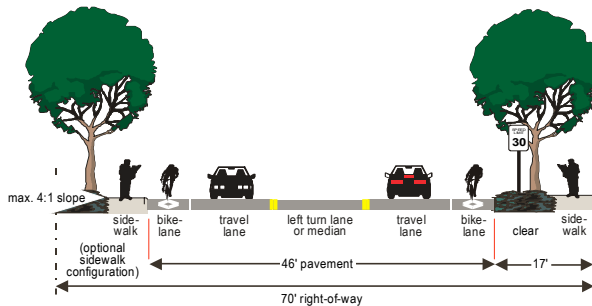
Project Summary

Work Order Number:	TBD
Project Manager:	Matt Hall
Project Description:	Improve to 2-lane collector standard with center turn lane/median, sidewalks, and bike lanes.
Project Length (mi.):	0.49
Basis for Project:	Growth and traffic increases; traffic associated with WSU; no room to jog, bicycle or walk.
Timeline:	PE Beyond 2009; ROW Beyond 2009; CN Beyond 2009
Notes:	
Status (November):	Legacy Health Systems required to construct this project. Right-of-way acquisition ongoing and construction will begin summer or fall of 2004.

Cross-Section Detail

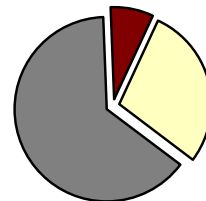
2-lane Collector

with center/left turn lane and bike lanes



Project Cost Summary

Engineering	\$240,000
Real Property	\$850,000
Construction	\$2,000,000
Total:	\$3,090,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$0
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$3,090,000
Total:	\$3,090,000

■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 12. NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue

Vicinity Map



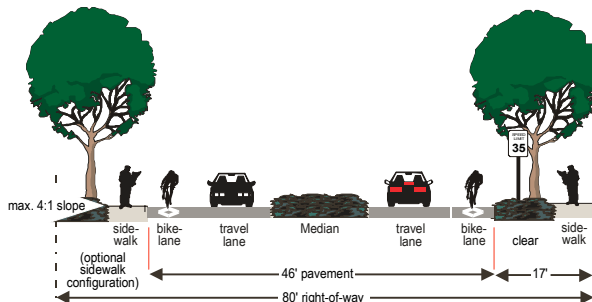
Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Improve to 2-lane minor arterial with center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	2.13
Basis for Project:	Narrow 2-lane roadway, no shoulders, bicycle or pedestrian facilities as well as deep ditches along roadway
Timeline:	PE 2005 - 2006; ROW 2006 - 2007; CN 2008 - 2009
Notes:	
Status (November):	No activity.

Cross-Section Detail

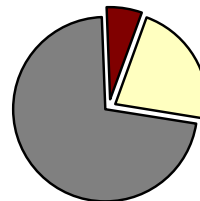
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

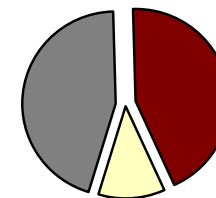
Engineering	\$500,000
Real Property	\$1,800,000
Construction	\$6,000,000
Total:	\$8,300,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$3,550,000
TIF:	\$950,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$3,800,000
Beyond Six-Year:	\$0
Total:	\$8,300,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 13. NE Padden Parkway at SR-503 - Interchange

Vicinity Map

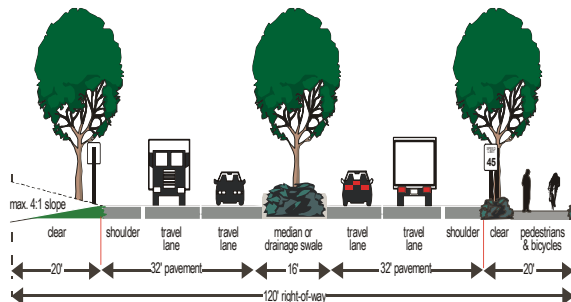


Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Design a shared project with WSDOT to construct an urban interchange with the Padden Parkway bridging over SR-503.
Project Length (mi.):	0.00
Basis for Project:	Mobility and safety.
Timeline:	PE Beyond 2009; ROW Beyond 2009; CN Beyond 2009
Notes:	
Status (November):	No activity.

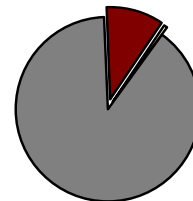
Cross-Section Detail

4-lane Principal Arterial Parkway with regional trail



Project Cost Summary

Engineering	\$1,725,000
Real Property	\$70,000
Construction	\$15,300,000
Total:	\$17,095,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$0
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$17,095,000
Total:	\$17,095,000

■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 14. NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)

Vicinity Map



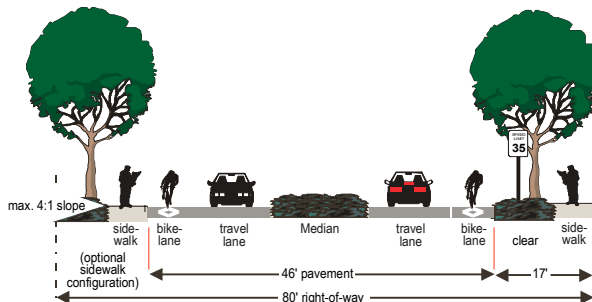
Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Construct/improve to 2-lane minor arterial with a center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	1.45
Basis for Project:	Increased congestion, lack of complete pedestrian and bicycle facilities.
Timeline:	PE 2007 - 2009; ROW Beyond 2009; CN Beyond 2009
Notes:	
Status (November):	No activity.

Cross-Section Detail

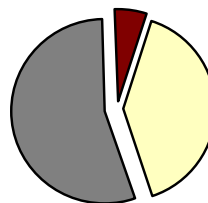
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

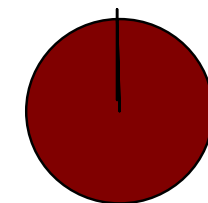
Engineering	\$550,000
Real Property	\$3,850,000
Construction	\$5,500,000
Total:	\$9,900,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$550,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$9,350,000
Total:	\$9,900,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 15. NE 179th Street - NE 10th Avenue to NE 50th Avenue

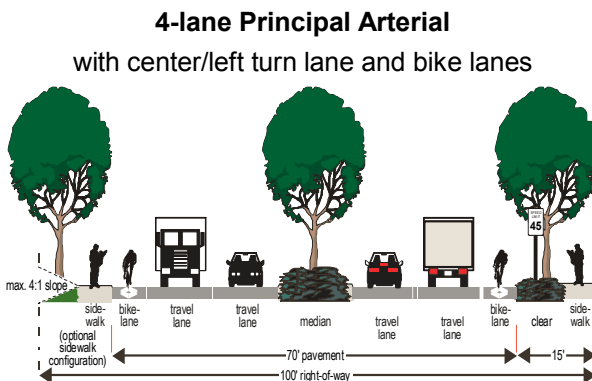
Vicinity Map



Project Summary

Work Order Number:	381122
Project Manager:	Linda Small
Project Description:	Improve to 4-lane (to 29th) and 2-lane (to 50th) principal arterial standard; Realign frontage roads; New signals at realigned NE 10th / 15th Avenue, NE 29th Avenue, and NE 50th Avenue.
Project Length (mi.):	1.98
Basis for Project:	Growth and traffic increases; traffic associated with WSU and County Fairgrounds; No room for bicycle and pedestrian activity; Traffic safety concerns at vertical curve areas; long-term concurrency issues
Timeline:	PE Pre 2004 - 2005; ROW Pre 2004 - 2007; CN 2009 - Beyond 2009
Notes:	

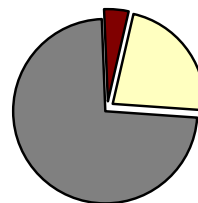
Cross-Section Detail



NE 10th Ave. to NE 29th Ave.

Project Cost Summary

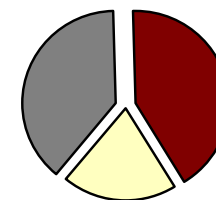
Engineering	\$774,000
Real Property	\$4,040,000
Construction	\$13,550,000
Total:	\$18,364,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$3,409,960
TIF:	\$1,654,040
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$250,000
Projected Grants:	\$3,000,000
Beyond Six-Year:	\$10,050,000
Total:	\$18,364,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 16. NW 179th Street - I-5 to NW 11th Avenue

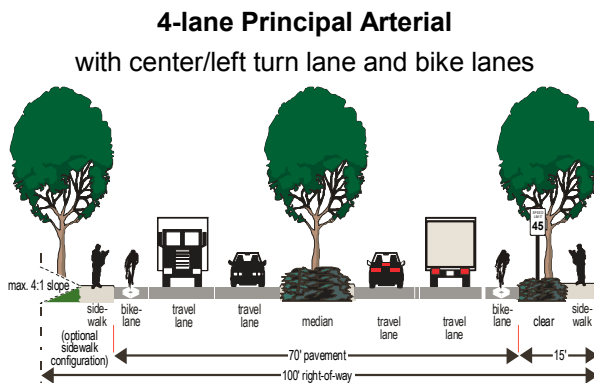
Vicinity Map



Project Summary

Work Order Number:	320222
Project Manager:	Carolyn Heniges
Project Description:	Improve to 4-lane (I-5 to NW 5th Ave) and 2-lane (NW 5th Ave to NW 11th Ave) principal arterial with center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	0.94
Basis for Project:	No shoulders, steep slopes.
Timeline:	PE Pre 2004 - Beyond 2009; ROW Pre 2004 - Beyond 2009; CN Beyond 2009
Notes:	
Status (November):	Work continues on design.

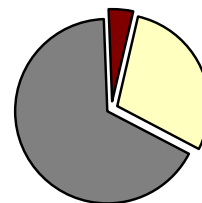
Cross-Section Detail



I-5 to NW 5th Avenue

Project Cost Summary

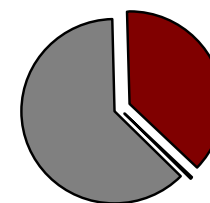
Engineering	\$450,000
Real Property	\$2,800,000
Construction	\$6,700,000
Total:	\$9,950,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	(\$991,000)
TIF:	\$20,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$1,700,000
Projected Grants:	\$0
Beyond Six-Year:	\$9,221,000
Total:	\$9,950,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 17. NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue

Vicinity Map



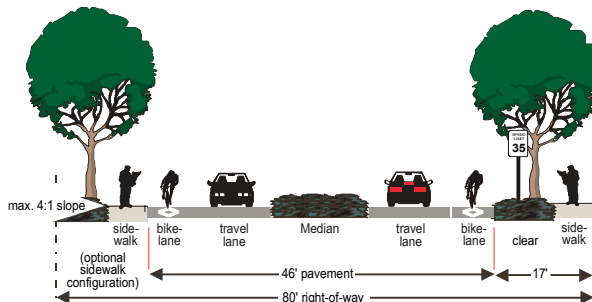
Project Summary

Work Order Number:	330522
Project Manager:	David Dolan
Project Description:	Improve to 2-lane minor arterial with center turn lane/median, bike lanes, and sidewalks.
Project Length (mi.):	1.01
Basis for Project:	
Timeline:	PE Pre 2004 - Beyond 2009; ROW Beyond 2009; CN Beyond 2009
Notes:	
Status (November):	Design ongoing.

Cross-Section Detail

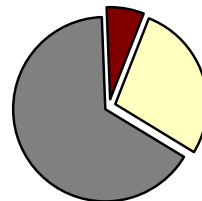
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

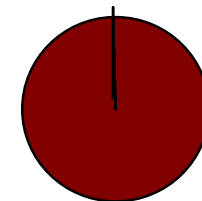
Engineering	\$250,000
Real Property	\$1,000,000
Construction	\$2,500,000
Total:	\$3,750,000



Engineering
Real Property
Construction

Funding Summary

County Road Fund:	\$220,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$3,530,000
Total:	\$3,750,000



CRF
TIF
All Other



2004 - 2009 Transportation Improvement Program

Project: 18. NE Heisson Road - Battle Ground City limits to NE 244th Street

Vicinity Map

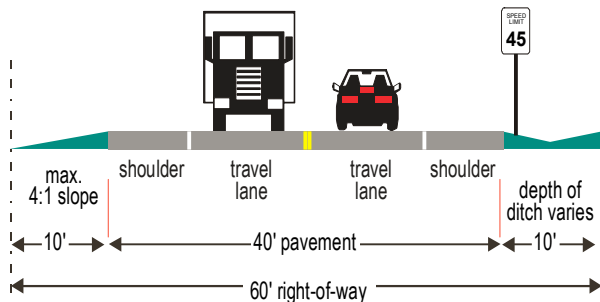


Project Summary

Work Order Number: 330722
 Project Manager: Don Andrews
 Project Description: Improve to 2-lane rural major collector standard.
 Project Length (mi.): 1.06
 Basis for Project: Safety for pedestrians, bicyclists and motorists
 Timeline: PE Pre 2004 - 2004; ROW 2004; CN 2004
 Notes:
 Status (November): Design ongoing.

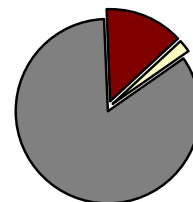
Cross-Section Detail

2-lane Rural Major Collector



Project Cost Summary

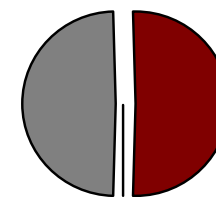
Engineering \$60,000
 Real Property \$10,000
 Construction \$370,000
Total: \$440,000



■ Engineering
 ■ Real Property
 ■ Construction

Funding Summary

County Road Fund: \$220,000
 TIF: \$0
 Federal Grant: \$0
 State Grant: \$220,000
 Loan: \$0
 Other: \$0
 Projected Grants: \$0
 Beyond Six-Year: \$0
Total: \$440,000



■ CRF
 ■ TIF
 ■ All Other



2004 - 2009 Transportation Improvement Program

Project: 19. NE 63rd Street - NE Andresen Road to Interstate 205

Vicinity Map



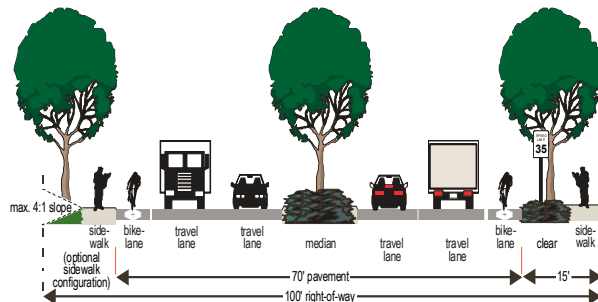
Project Summary

Work Order Number:	330422
Project Manager:	Robin Washington
Project Description:	Improve to 4-lane minor arterial with center turn lane/median, bike lanes and sidewalks. Install signal at NE 72nd Avenue.
Project Length (mi.):	1.08
Basis for Project:	Narrow road, no shoulders, lack of pedestrian and bicycle facilities. Poor circulation in growing area.
Timeline:	PE Pre 2004 - 2005; ROW 2005 - 2006; CN 2008 - 2009
Notes:	
Status (November):	Design ongoing.

Cross-Section Detail

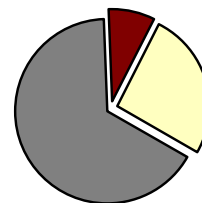
4-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

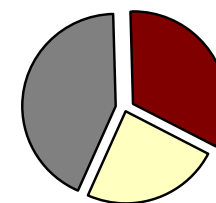
Engineering	\$554,000
Real Property	\$1,700,000
Construction	\$4,590,000
Total:	\$6,844,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$2,244,000
TIF:	\$1,600,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$3,000,000
Beyond Six-Year:	\$0
Total:	\$6,844,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 20. NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)

Vicinity Map



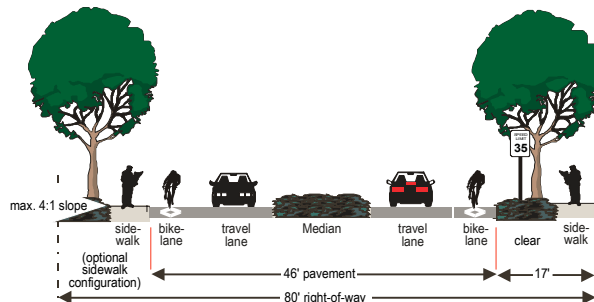
Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Improve to 2-lane minor arterial with center turn lane/median, bike lanes, and sidewalks.
Project Length (mi.):	2.32
Basis for Project:	Narrow two lane roadway with no shoulders, severe vertical curves, unsafe for pedestrians and bicyclists.
Timeline:	PE 2007 - Beyond 2009; ROW Beyond 2009; CN Beyond 2009
Notes:	
Status (November):	No activity.

Cross-Section Detail

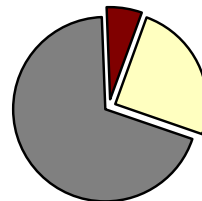
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

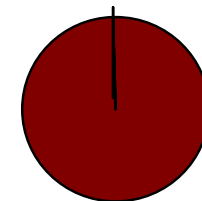
Engineering	\$650,000
Real Property	\$2,400,000
Construction	\$7,000,000
Total:	\$10,050,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$600,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$9,450,000
Total:	\$10,050,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 21. NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)

Vicinity Map



Project Summary

Work Order Number: TBD

Project Manager: TBD

Project Description: Improve/construct 2-lane collector with bike lanes or parking, and sidewalks.

Project Length (mi.): 0.65

Basis for Project: Narrow congested roadway, improve safety of pedestrian/bicycle traffic from nearby school.

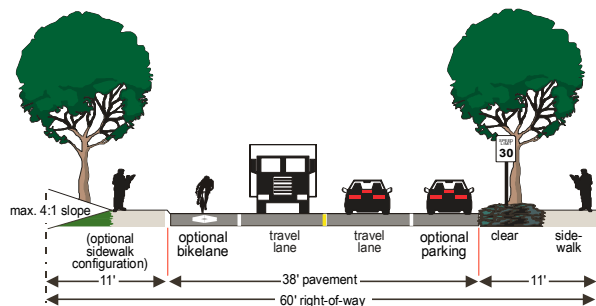
Timeline: PE 2008 - 2009; ROW Beyond 2009; CN Beyond 2009

Notes:

Status (November): No activity.

Cross-Section Detail

2-lane Collector



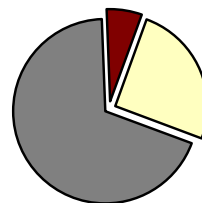
Project Cost Summary

Engineering \$150,000

Real Property \$600,000

Construction \$1,700,000

Total: \$2,450,000



Engineering
Real Property
Construction

Funding Summary

County Road Fund: \$150,000

TIF: \$0

Federal Grant: \$0

State Grant: \$0

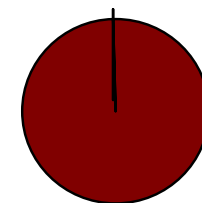
Loan: \$0

Other: \$0

Projected Grants: \$0

Beyond Six-Year: \$2,300,000

Total: \$2,450,000



CRF
TIF
All Other



2004 - 2009 Transportation Improvement Program

Project: 22. NE 10th Avenue - NE 134th Street to NE 149th Street

Vicinity Map



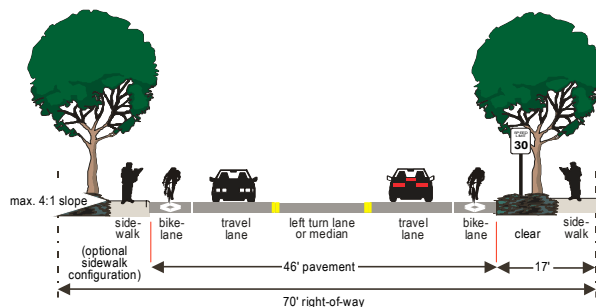
Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Improve to 2-lane collector with center turn lane, bike lanes, and sidewalks.
Project Length (mi.):	0.73
Basis for Project:	Provides additional north-south circulation alternatives
Timeline:	PE Beyond 2009; ROW Beyond 2009; CN Beyond 2009
Notes:	
Status (November):	This project is now part of the I-5/Salmon Creek Improvements, TIP project #2.

Cross-Section Detail

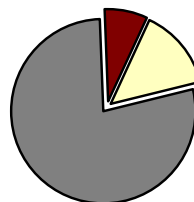
2-lane Collector

with center/left turn lane and bike lanes



Project Cost Summary

Engineering	\$320,000
Real Property	\$550,000
Construction	\$3,200,000
Total:	\$4,070,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$0
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$4,070,000
Total:	\$4,070,000

■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 23. NE 94th Avenue - Padden Parkway to NE 119th Street

Vicinity Map



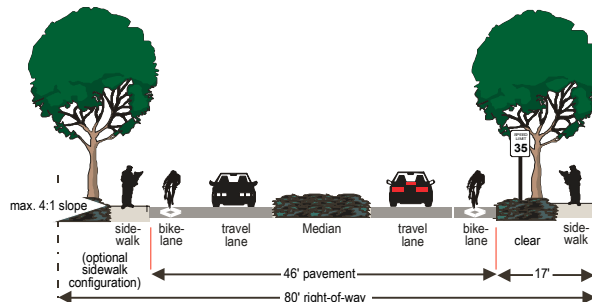
Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Improve/construct 2-lane minor arterial with center turn lane/median, bike lanes, and sidewalks.
Project Length (mi.):	2.08
Basis for Project:	Congestion and safety concerns. Existing corridor is 94th to 99th Street to 87th Avenue which includes two sharp turns that are subpar.
Timeline:	PE 2007 - Beyond 2009; ROW Beyond 2009; CN Beyond 2009
Notes:	
Status (November):	No activity.

Cross-Section Detail

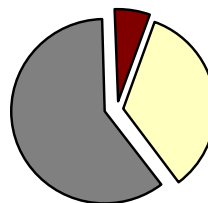
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

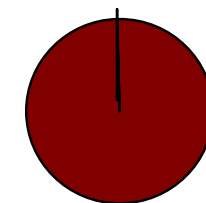
Engineering	\$560,000
Real Property	\$3,050,000
Construction	\$5,600,000
Total:	\$9,210,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$500,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$8,710,000
Total:	\$9,210,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 24. NE Hazel Dell Avenue - NE 99th Street to NE 114th Street

Vicinity Map



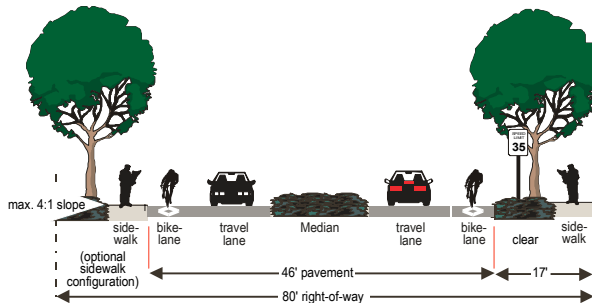
Project Summary

Work Order Number:	312122
Project Manager:	Linda Small
Project Description:	Improve to 2-lane minor arterial standard with center turn lane/median, bike lanes, and sidewalks.
Project Length (mi.):	0.75
Basis for Project:	Frontage improvements have been constructed by developers at various locations along NE Hazel Dell Avenue. This has resulted in varying pavement widths and discontinuous sidewalks.
Timeline:	PE Pre 2004 - 2008; ROW Pre 2004 - 2008; CN 2009 - Beyond 2009
Notes:	
Status (November):	Project postponed due to priority revisions in 2002.

Cross-Section Detail

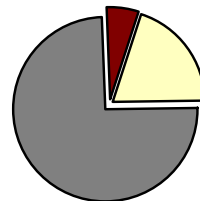
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

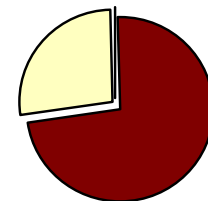
Engineering	\$295,000
Real Property	\$1,000,000
Construction	\$3,900,000
Total:	\$5,195,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$3,265,000
TIF:	\$1,230,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$700,000
Total:	\$5,195,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 25. NE 179th Street - NE Cramer Road to SR-503

Vicinity Map



Project Summary

Work Order Number: TBD

Project Manager: TBD

Project Description: Construct a 2-lane rural major collector standard.

Project Length (mi.): 1.00

Basis for Project: Missing link of corridor. Traffic currently uses Cramer Road which is a local access road. There is a school and a church as well as numerous residences along Cramer Road.

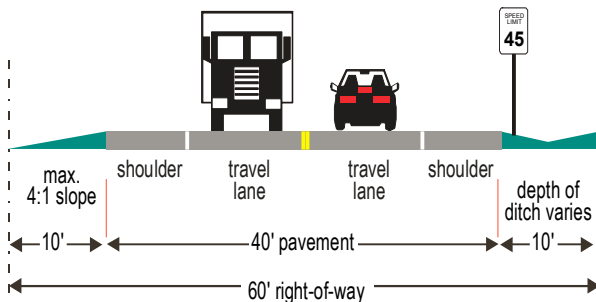
Timeline: PE Beyond 2009; ROW Beyond 2009; CN Beyond 2009

Notes:

Status (November): No activity.

Cross-Section Detail

2-lane Rural Major Collector



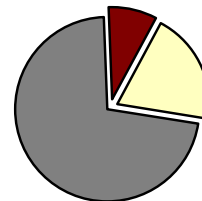
Project Cost Summary

Engineering \$400,000

Real Property \$900,000

Construction \$3,400,000

Total: \$4,700,000



■ Engineering

■ Real Property

■ Construction

Funding Summary

County Road Fund: \$0

TIF: \$0

Federal Grant: \$0

State Grant: \$0

Loan: \$0

Other: \$0

Projected Grants: \$0

Beyond Six-Year: \$4,700,000

Total: \$4,700,000

■ CRF

■ TIF

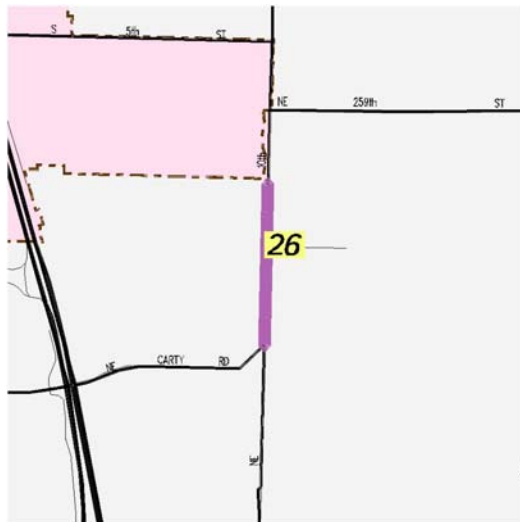
■ All Other



2004 - 2009 Transportation Improvement Program

Project: 26. NE 10th Avenue Phase II - NE Carty Road to Ridgefield City Limits

Vicinity Map

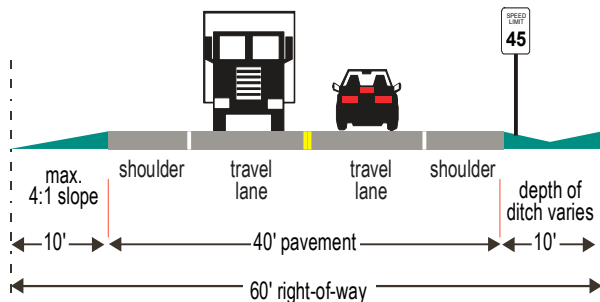


Project Summary

Work Order Number:	311522
Project Manager:	Linda Small
Project Description:	Improve to preferred alternative resulting from corridor study.
Project Length (mi.):	0.85
Basis for Project:	Existing narrow, 2-lane roadway (10-foot lanes) with little or no shoulders and deteriorated driving surface
Timeline:	PE Pre 2004 - 2004; ROW Pre 2004 - 2004; CN 2004 - 2005
Notes:	
Status (November):	2004 construction.

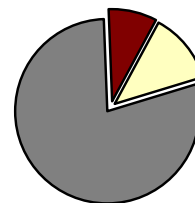
Cross-Section Detail

2-lane Rural Major Collector



Project Cost Summary

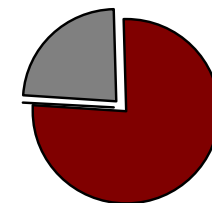
Engineering	\$355,000
Real Property	\$512,000
Construction	\$3,293,000
Total:	\$4,160,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$3,160,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$1,000,000
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$4,160,000



■ CRF
■ TIF
■ All Other



2004 - 2009 Transportation Improvement Program

Project: Transportation Safety Improvement Program



Project Summary

Project Limits: TBD

Project Manager: Bill Wright

Project Description: Spot improvements to address safety, access management, and signal projects.

Basis for Project: Construct guardrails, traffic signal coordination/improvements, access management controls, and other safety improvements.

Project Timeline: Ongoing

Notes: See Ongoing Programs Matrix for proposed projects this year.

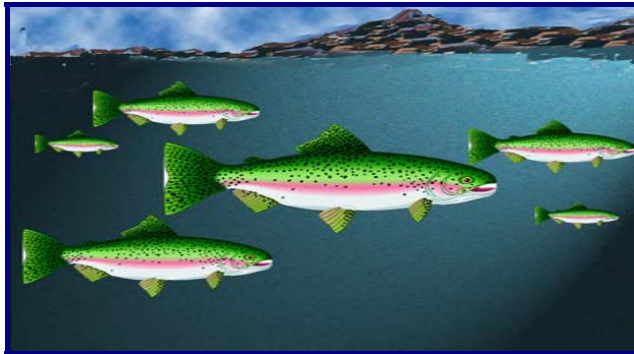
Program Budget: Approximately \$600,000 Per year



2004 - 2009 Transportation Improvement Program

Project: Environmental Impact Mitigation Program

Project Summary



Project Limits: TBD

Project Manager: Heath Henderson

Project Description: Fish passage and mitigation of public roadway crossing of fish-bearing streams or wetlands; Requires 50% grant match.

Basis for Project: Improve fish passage and habitat, reduce transportation's impact on the environment

Project Timeline: Ongoing

Notes: See Ongoing Programs Matrix for proposed projects this year.

Program Budget: Approximately \$250,000 per year



2004 - 2009 Transportation Improvement Program

Project: Neighborhood Traffic Management Program



Project Summary

Project Limits:	TBD
Project Manager:	Ejaz Kahn
Project Description:	Improve neighborhood traffic safety and circulation for all modes of transportation.
Basis for Project:	Corridor completion, bikeways, walkways, traffic calming devices, and other neighborhood projects.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$250,000 per year



2004 - 2009 Transportation Improvement Program

Project: Unprogrammed / Advanced Right-of-Way Purchases Program

Project Summary

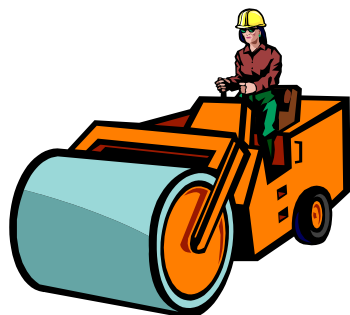


Project Limits:	TBD
Project Manager:	Lowell Weiss
Project Description:	Funds set aside for right-of-way acquisitions to preserve future transportation corridors.
Basis for Project:	Cost overruns and purchase right-of-way in advance of projects being funded.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$300,000 per Year



2004 - 2009 Transportation Improvement Program

Project: Road Preservation Program



Project Summary

Project Limits:	TBD
Project Manager:	Bill Wills
Project Description:	Overlays and other preservation activities.
Basis for Project:	Preservation of existing facilities.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$2,500,000 per Year (increases annually)

2004 - 2009 Transportation Improvement Program Ongoing Program Projects Funding Analysis

				2004			2005			2006			2007			2008			2009					
Rank	Project	Phase	Spent to Date	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	Cost to Complete	Project Total	
TRANSPORTATION SAFETY PROJECTS																								
NA	Safety - NW 149th Street - NW 21st Avenue to NE 10th Avenue WO Number: 330822	PE	50,000	42,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92,000	
		ROW	35,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35,000	
		CN	0	75,000	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	375,000	
		TOTAL	85,000	417,000			0			0			0			0			0			0	502,000	
NA	Transportation Safety Improvement Program - Various Locations WO Number: TBD	PE	0	0	0	0	60,000	0	0	60,000	0	0	60,000	0	0	60,000	0	0	60,000	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	150,000	0	0	365,000	0	0	540,000	0	0	540,000	0	0	540,000	0	0	540,000	0	0	0	0	
		TOTAL	0	150,000			425,000			600,000			600,000			600,000			600,000			0	0	
NA	Safety - NE 99th Street @ NE 130th Avenue - Signalization WO Number: 320822	PE	16,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	15,000	48,000	0	102,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165,000	
		TOTAL	31,000	150,000			0			0			0			0			0			0	181,000	
NA	Safety - NE 78th Street @ NE 5th Avenue - Signalization WO Number: 320722	PE	17,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,000	
		ROW	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000	
		CN	15,000	31,000	0	94,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140,000	
		TOTAL	33,000	125,000			0			0			0			0			0			0	158,000	
NA	Safety - NE 72nd Avenue Walkway - NE 63rd Street to NE 73rd Street WO Number: TBD	PE	0	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60,000	
		ROW	0	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40,000	
		CN	0	0	0	0	175,000	0	225,000	0	0	0	0	0	0	0	0	0	0	0	0	0	400,000	
		TOTAL	0	100,000			400,000			0			0			0			0			0	500,000	
NA	Safety - Lewis River Bridge #80 - Bridge Only WO Number: 332022	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	20,000			0			0			0			0			0			0	0	
ENVIRONMENTAL IMPACT MITIGATION PROJECTS																								
NA	Environmental Impact Mitigation Program - Various Locations WO Number: TBD	PE	0	125,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	0	0	0	200,000	0	0	200,000	0	0	200,000	0	0	200,000	0	0	200,000	0	0	0	0	
		TOTAL	0	125,000			250,000			250,000			250,000			250,000			250,000			0	0	
NA	Environmental - Impact Mitigation (On-going) - Various Locations WO Number: 302012	PE	800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	254,300	125,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	255,100	125,000			0			0			0			0			0			0	0	
NEIGHBORHOOD TRAFFIC MANAGEMENT PROJECTS																								
NA	Neighborhood Traffic Management Program - Various Locations WO Number: TBD	PE	0	40,000	0	0	40,000	0	0	40,000	0	0	40,000	0	0	40,000	0	0	40,000	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	210,000	0	0	210,000	0	0	210,000	0	0	210,000	0	0	210,000	0	0	210,000	0	0	0	0	
		TOTAL	0	250,000			250,000			250,000			250,000			250,000			250,000			0	0	
ADVANCED RIGHT-OF-WAY PROJECTS																								
NA	Advanced Right-of-Way - NE 139th Street - NE 20th Avenue to NE 29th Avenue WO Number: 400122	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	160,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	440,000	600,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	160,000			0			0			0			0			0			440,000	600,000	

2004 - 2009 Transportation Improvement Program

Ongoing Program Projects Funding Analysis

				2004			2005			2006			2007			2008			2009						
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	Cost to Complete	Project Total		
NA	Unprogrammed / Advanced Right-of-Way Purchases Program - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	300,000	0	0	300,000	0	0	300,000	0	0	0	300,000	0	0	300,000	0	0	300,000	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	300,000			300,000			300,000			300,000			300,000			300,000			0	0		
ROAD PRESERVATION PROJECTS																									
NA	Preservation - County Wide Overlays (Hot Mix) - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	1,600,000	0	500,000	1,600,000	0	500,000	1,600,000	0	500,000	3,100,000	0	500,000	3,100,000	0	500,000	3,100,000	0	500,000	0	0		
		TOTAL	0	2,100,000			2,100,000			2,100,000			3,600,000			3,600,000			3,600,000			0	0		
NA	Preservation - County Wide Overlays (Cold Mix) - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	500,000	0	0	600,000	0	0	600,000	0	0	600,000	0	0	600,000	0	0	600,000	0	0	0	0	0	
		TOTAL	0	500,000			600,000			600,000			600,000			600,000			600,000			0	0		
NA	Preservation - Gravel Road Conversions - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	75,000	0	0	75,000	0	0	75,000	0	0	75,000	0	0	75,000	0	0	75,000	0	0	0	0	0	
		TOTAL	0	75,000			75,000			75,000			75,000			75,000			75,000			0	0		
TOTALS																									
Annual Totals by Funding				3,441,000	0	1,156,000	3,675,000	0	725,000	3,675,000	0	500,000	5,175,000	0	500,000	5,175,000	0	500,000	5,175,000	0	500,000	6-Year Ongoing Programs Total: \$30,197,000			
Annual Totals by Phase				PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN							
				267,000	500,000	3,830,000	150,000	300,000	3,950,000	150,000	300,000	3,725,000	150,000	300,000	5,225,000	150,000	300,000	5,225,000							
Annual Totals				4,597,000			4,400,000			4,175,000			5,675,000			5,675,000			5,675,000						

GLOSSARY OF FREQUENTLY USED TERMS AND ACRONYMS

ADT

Average Daily Traffic

AIP

Arterial Improvement Program (State Funding Source). This program was established by the State in 1967 as the Urban Arterial Trust Account (UATA) and was designated as the AIP in July 1999. The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics, and structural concerns.

Access

A means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

Access Management

The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

Arterial

A major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing.

BR

Bridge Reconstruction (Federal Funding Source). This program has the objective to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, canals and other barriers.

Biological Assessment

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

CAPP

County Arterial Preservation Program (State Funding Source) is a funding source for the County Road Administration Board (CRAB). CAPP is designed to assist counties to preserve their existing paved arterial road networks.

CCC

Clark County Code.

CCRP

Corridor Congestion Relief Program (State Funded)

CDBG

Community Development Block Grant. Block grants are targeted for low and moderate-income areas. Improvements usually consist of sidewalk and capital improvements.

CMAQ

Congestion Mitigation and Air Quality Improvement (Federal Funding Source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

CRAB

County Road Administration Board. This agency is funded from the portion of the counties' fuel tax that is withheld for state supervision, and from a small portion of the two grant programs that it administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

CRF

Clark County Road Fund. The funds are established through annual County property tax, gas tax and other revenues.

C-TRAN

Clark County Public Transportation Benefit Area Authority, the transit agency for Clark County, Washington.

Capacity

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour.

Collector Streets

Collector streets connect local traffic within a subarea of the county to arterial roads. Typically collector streets are not continuous for any great length, nor do they form a connected network by themselves. Collectors connect neighborhoods to commercial areas. Pedestrian and bicycle activity is moderate to high. (CCC 12.05.016 (4))

Comprehensive Plan

A long-range plan, typically looking 20 to 50 years into the future, which is intended to guide growth and development of a community. Comprehensive Plans are required by the Growth Management Act for specific counties and cities in Washington State. The Plans establish Goals and Policies for managing population growth and land development while ensuring that the growth is adequately served by public facilities. Ordinance 1995-12-47 and Ordinance 1996-05-01 adopted the Clark County 20 Year Comprehensive Growth Management Plan.

Concurrency

The Concurrency ordinance (CCC 12.40) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to ensure maintaining those standards when considering new development. This process is called "Concurrency". Concurrency applies to any development, land division, site plan, and conditional use permit approvals. It is intended to implement 12.05.303 of the Road Standards.

ESA

The Endangered Species Act was established in 1973 to preserve ecosystems of endangered and threatened species. The Act was recently amended to include various species of fish, wildlife, and plants throughout the United States.

Environmental Review

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making. (WAC 197-11-746).

Functional Classification System

The system classifies transportation facilities according to an appropriate integrated network. It is intended to link land use development activities with transportation for optimum utilization of both. The county's classification system is intended to be in compliance with the federal classification system. (CCC 12.05.015)

Growth Management

A group of strategies used by a government to direct the timing, location and type of development in a community.

Growth Management Act (GMA)

The State of Washington's 'Growth Management Act' was adopted in 1990 to address the negative consequences of unprecedented population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to do some planning and has more extensive requirements for the largest and fastest-growing counties and cities in the State. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

HES

Hazard Elimination System/Safety (Federal Funding Source). The objective of this fund is to improve specific locations which constituted a danger to vehicles or pedestrians as shown by frequency of accidents. (LAG 12.32e)

Impacts

'Impacts' are the effects or consequences of actions. Environmental impacts are effects upon the elements of the environment. (WAC 197-11-752)

Interchange

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

Intersection

The general area where two or more highways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

Land Use

The type of activity associated with a specific geographic area. Land use categories can be broad (e.g., residential, retail, office, industrial, and recreational), or they can be very specific (e.g., single-family residential, convenience market, or elementary school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (e.g., single-family residential land use at a development intensity of eight units per acre).

Level of Service (LOS)

The 'Level of Service' is a grading system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from "A", indicating that drivers will experience little, if any delay, to "F", indicating significant traffic congestion and driver delay will occur.

Local Residential Access Streets

Local residential access streets provide direct access to adjoining properties within a neighborhood. Bicycle and pedestrian use is high. (CCC 12.05.016 (7))

MVFT

Motor Vehicle Fuel Tax

Mitigation

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing,

rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

Mode

The means by which travel is accomplished. Alternative modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

NAAQS

'National Ambient Air Quality Standards' were set up by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants: carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

Non-attainment Area

Geographic area in which air pollution levels exceed the NAAQS.

PFP

See PSMP

PSMP

Pedestrian Safety and Mobility Program (State Funding Source). This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. The program goal is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities.

Peak Hour

A period of 60 consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume.

P.M. Peak Hour

A one hour period in the afternoon or evening when traffic flow increases. The p.m. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the p.m. peak hour are used to calculate the overall operation of a roadway or intersection.

PWB

Public Works Board. The Public Works Board (Board) was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges.

PWTF

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace, or create a facility. These loans have a 5 to 20-year term with an interest rate of only one-half percent. The maximum for any agency is ten million dollars per biennium.

RAP

Rural Arterial Program (State Funding Source) is a CRAB funding source. In 1983 the legislature created the RAP to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT).

RCW

Revised Code of Washington which contains all the laws of the state of a general and permanent nature.

RTC

Southwest Washington Regional Transportation Council. The regional transportation planning agency for Clark, Klickitat, and Skamania counties.

Right-of-Way

Right-of-way is property held by the county for existing or future public roads or other public improvements.

Roadway Conditions

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

Roadway

The improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street will be considered interchangeable terms. (CCC 12.05.010)

Roadway Section

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks, and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

SCFRRP

Salmon Creek/Fairgrounds Regional Road Plan

SEPA

State Environmental Policy Act. A state law requiring agencies to consider the environmental consequences of their decisions. (WAC 197-11-790)

STP

Surface Transportation Program (Federal funding source). The objective of the STP is to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads functionally classified as arterials.

Signal Warrant

A criterion that must be met before the installation of a traffic signal can be considered.

Significant

1) 'Significant' as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality.

2) Significance involves context and intensity and does not lend itself to a formula or quantifiable test. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred. (WAC 197-11-794)

SWCAA

Southwest Clean Air Agency, a government agency responsible for air pollution control and planning in Clark, Cowlitz, Lewis, Skamania and Wahkiakum Counties.

Stormwater Facility

The natural or constructed components of a stormwater drainage system, designed and constructed to perform a particular function, or multiple functions. Stormwater facilities include pipes, swales, ditches, open channels, culverts, storage basins, manholes, drywells and sediment basins. (CCC 13.25.130 (25))

TDM

Transportation Demand Management is a demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

TEA-21

The Transportation Equity Act for the 21st Century was signed on June 9, 1998, superseding the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This bill provides Federal Transportation dollars for Federal, State and Local agencies. The majority of benefits associated with ISTEA are continued or expanded upon through TEA-21.

TIA

See TPP

TIB

The Transportation Improvement Board is a state funding agency and administers several state funding programs. The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-

jurisdictional and multi-modal coordination and to promote public/private cooperation.

TIF

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee. An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

TIP

Six-Year Transportation Improvement Program.

TIPIT

Transportation Improvement Program Involvement Team.

TPP

Transportation Partnership Program (State Funding Source). This program was established by the State in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. The purpose of the program is to fund projects on the regional transportation plan (giving consideration to mass transit), that are necessitated by existing or future congestion due to economic growth.

UATA

See AIP

V/C Ratio

The ratio of volume to capacity for a traffic facility.

Volume

The number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily, or annually.

WAC

Washington Administrative Code. "WAC" is laws adopted by state agencies to implement state legislation.

WSDOT

Washington State Department of Transportation. 'WSDOT' is a department of the State of Washington responsible for transportation related planning, management, and coordination.

Zoning

A map and ordinance text which divides a city or county into land use "zones" and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.